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# A Cruise on the Constitution

Benjamin F. Stevens

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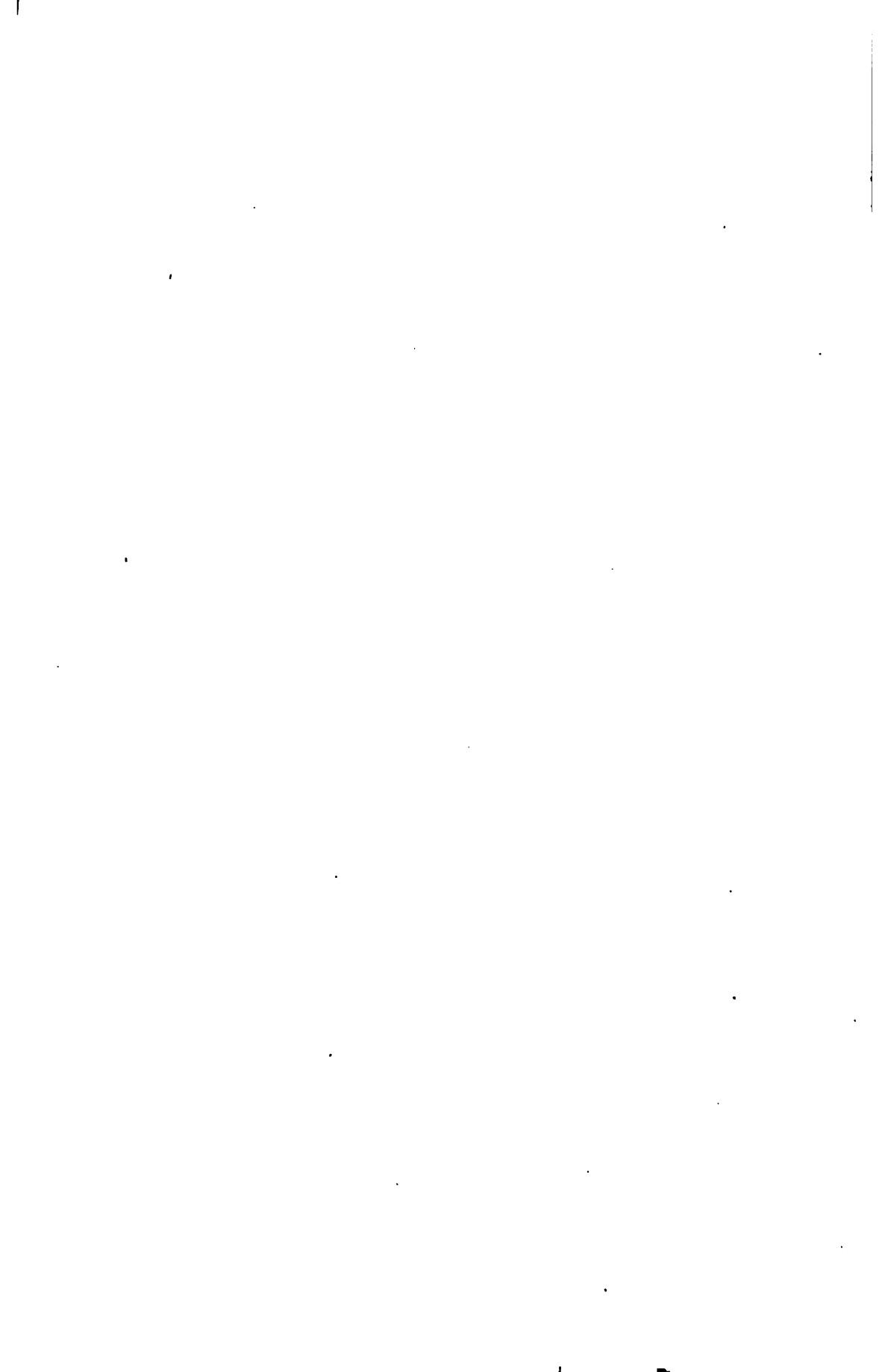
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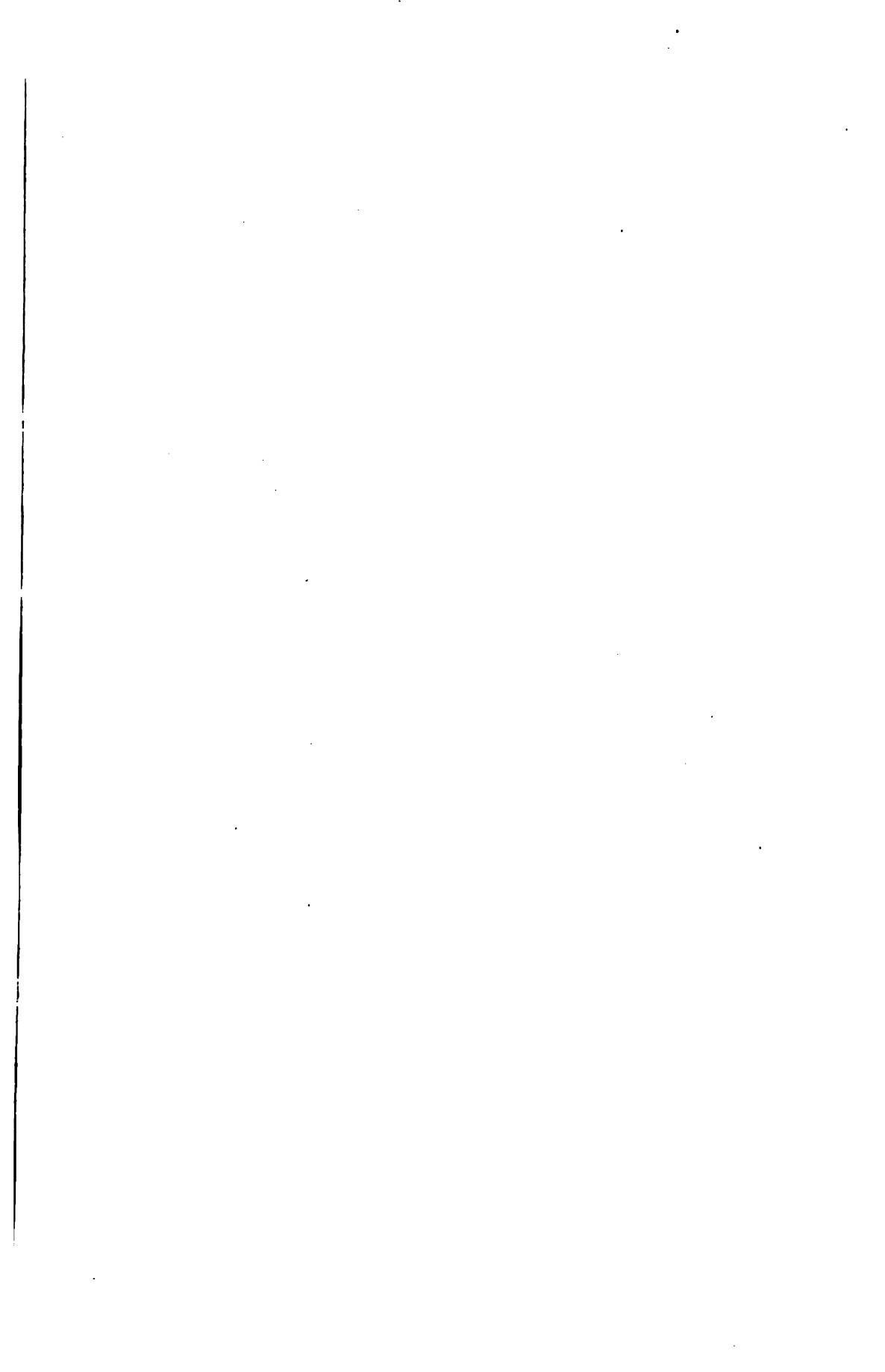
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# A Cruise on the Constitution

**Around the World on Old Ironsides**

**1844-1847.**

**BY**

**BENJAMIN F. STEVENS.**



*Reprinted from "The United Service Magazine."*

**NEW YORK.**

**1904.**

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# A Cruise on the Constitution.\*

AROUND THE WORLD ON OLD IRONSIDES—1844 to 1847.

By BENJAMIN F. STEVENS.

On the afternoon of Monday, the 13th of November, 1843, I left the city of Boston to proceed to Norfolk (Va.) and join the U. S. frigate Constitution as clerk to her commander, Captain John Percival.

## LIST OF OFFICERS ATTACHED TO THE U. S. FRIGATE CONSTITUTION.

*Captain.*—JOHN PERCIVAL.

*Lieutenants.*—AMASSA PAYNE, WILLIAM C. CHAPLIN, JAMES ALDEN,  
JAMES W. COOKE, JOHN B. DALE, GOUGH W. GRANT.

*Master.*—ISAAC G. STRAIN.

*Purser.*—T. M. TAYLOR.

*Surgeon.*—D. D. MCLEOD.

*Asst. Surgeons.*—MARIUS DUVALL, RICHARD MCSHERRY, JR.

*Professor of Mathematics.*—E. ESTABROOK.

*Naturalist.*—I. C. REINHARDT.

*Midshipmen.*—COLVILLE TRENETT, W. F. DAVIDSON, JOHN E. HOP-  
SON, ISRO ETTART, W. P. BUCKNER, C. COMEGYS, M. P. JONES,  
G. B. DOUGLASS, J. J. COOKE.

*Captain's Clerk.*—BENJ. F. STEVENS.

After a pleasant journey of three days, I arrived at the town of Portsmouth (opposite to Norfolk), and took lodgings at the "Crawford House," where Captain Percival had taken rooms. On visiting the navy yard on Thursday, the 16th inst., I found "Old Ironsides" in the dry dock undergoing the operation of scraping, and having new copper put on where the old had been torn away.

From the above date until the middle of April, 1844, the sound of the mallet and chisel was heard without intermission, and during this period of five months over \$10,000 of the public money was expended upon this favorite ship.

In the month of October, '43, when Captain Percival had been ordered to the ship, the naval constructor (Foster Rhodes, Esq.,) had sent an estimate to Washington of the amount necessary to repair the Constitution; the sum named was over \$70,000, and it was then understood by the Navy Department at Washington, and so expressed, that the ship must remain in ordinary as before until the treasury contained the wherewithal to repair her. Contrary, however, to the

\* Reprinted from *The United Service Magazine*.

custom observed in such cases, Captain Percival was ordered to proceed to Norfolk, to examine carefully the ship and report to the Secretary of the Navy the amount in his estimation necessary to repair her for a three years' cruise. He reported that at an expense of \$10,000 he could take her around the world.

The order was complied with, and after a diligent survey he reported the sum of \$10,000 all sufficient for the purpose specified. If the Constitution under this proposal could not be repaired she was to remain as before, and Captain Percival, together with such officers as might have been ordered to her, were to be transferred to the frigate Potomac, then in order for sea at the Boston yard. This frigate afterwards became the flagship of the home squadron, and sailed on her cruise long before the Constitution was repaired.

Captain Percival had been selected to command this ship from his well known character of economy. He was not restricted in amount, and the ship was to be, in his opinion, thoroughly repaired and made fit for a three years' cruise.

Commodore Warrington (who held the important office of "Chief of the Bureau of Yards and Docks," a gentleman whose opinion is looked upon as worthy of confidence) was sent to Norfolk to examine the ship and report whether in his opinion she was fitted for a three years' cruise.

Upon his arrival he visited the ship, examined with attention the repairs and gave the subject that notice, which was expected from a gentleman of his experience and ability.

He returned to Washington, reported most favorably of the ship, and thus the fears of the people of Norfolk for the safety of the ship were set at rest.

The frigate being now perfectly tight, and not finding water in her to exceed two inches the twenty-four hours, orders were given to get ready for sea by the 1st of April, 1844, and from the 18th of March until April 11th she was receiving stores and occasional drafts of men from the U. S. recruiting ship Pennsylvania, Captain Zantzinger. In the early part of April, however, not being able to complete her crew at Norfolk, Captain Percival applied to the department to allow him to take the ship round to New York with the men on board. At the latter city seamen were to be had, and as this trip would in a measure try the stability of the frigate, the request was complied with by the Secretary of the Navy, the Honorable John Y. Mason.

On the 11th of April the Constitution dropped from the navy yard opposite the hospital, preparatory to departing for New York, and on

the 14th following she dropped down to Hampton Roads, about six miles below Norfolk, and anchored at dusk off Fort Monroe, on "Old Point Comfort."

On the 15th the Committee of Retrenchment, Adjutant General Jones and others being on a visit to Fort Monroe, the captain invited them on board to view the ship. They came, and were well pleased with their visit.

On the 16th the ship dropped down and anchored in Lynnhaven Bay, and on the 17th weighed anchor, discharged the pilot off Cape Henry and stood out to sea.

Severe gales and head winds were experienced on our passage to New York. We were blown out into the gulf stream, and I had a severe attack of seasickness, which lasted for three days. My stomach could not bear the least particle of food, and I kept in my bed thinking of the *delights* of a sea life, and wondering what induced me to come to sea when land was so plenty in New England, and I really believe if I could have obtained possession of a *square foot* of land my chance for continuing this cruise would have been small.

But there is a "silver lining to every cloud," as the Irish say, and I was not doomed to die of sea sickness. The ship at length became easier, and I mustered courage enough to go out upon the half deck. I felt a little invigorated, more and more my spirits brightened, and at sunset no one would have supposed that I had lately "cast up my accounts," and been confined to my bed for three days.

After a very disagreeable passage of ten days, we anchored in New York harbor off Castle Garden, near the Battery.

Here we were to take on board the Hon. Henry A. Wise, Minister to Brazil, and family, as passengers to Rio de Janeiro, and secure the remainder of the crew. (Mr. Wise had expressed a strong desire to try his fortune in "Old Ironsides," and the perfect success of the trip from Norfolk induced letters from him and others, highly complimentary.)

In New York Captain Percival found his wife and daughter, who remained during our stay. A short visit of four days was passed by them on shipboard, and their time was made as comfortable as possible.

They left for Boston on the 28th of May, their presence having afforded the captain a great deal of pleasure, and a little to myself.

A month or more was passed in New York receiving stores, etc. In that time I received a visit from Brothers William and Frank Cutter, afterwards Paymaster George F. Cutter, who broke in upon us in the cabin one morning entirely unexpected. The visit caused

me a great deal of pleasure. I did not see much change in William, and none in Frank Cutter. They were certainly in better health than when I last saw them, and I trust on my return to find them looking as well as the morning they gave the captain and myself an agreeable surprise. Our time was passed very pleasantly while in New York, and I visited the various theatres, etc.

On the 27th of May Mr. Wise and family came on board ship, and the entire cabin was given up to them, the captain having had an apartment screened off for himself on the gun deck, which he occupied until our arrival at Brazil. The family of Mr. Wise consisted of thirteen persons all told, and it was therefore necessary that the young persons particularly should be well situated, in their coming season of seasickness.

#### DEPARTURE FROM NEW YORK.

On the morning of the 29th of May, everything being in readiness, at 10 o'clock we weighed anchor and were towed down to Sandy Hook by the steamer Hercules, and in the afternoon cast her off and stood out to sea, under full sail.

While on our way out we passed the U. S. ship Columbus, at anchor off Sandy Hook. They cheered ship, which we returned; this was the last national ship we saw until we arrived off Cape "Frio," Brazil. At sunset we showed our colors to an English ship, also at anchor off the Hook. She was full of emigrants and they swarmed her sides as we passed and cheered us.

Well, we are now on our way across the broad Atlantic, and many a long day will elapse before we again see the friends from whom we so lately parted. Words cannot be found to express the thoughts that fly through one's mind on leaving home and friends and all that he cares for; to be gone two to three years, amongst strangers, with but few around him to take an interest in his welfare, the traveler is almost alone in the world. Where will be in sickness the kind and watchful eye of the mother? Where the cheering voice of the sister? Where the affections of brothers and friends? Alas, these family ties are beyond the reach of the invalid, and his couch is surrounded by strangers. Nothing will he meet but the cold, stern looks of those whom interest has called together. But *hope* bids each arouse and look forward to their return to their "native land," and trust in that being "who holdeth the waters in the hollow of his hand." May those I left in the United States be as well in health and spirits on our return as when we parted.

From the day of our sailing until the 9th of June nothing special has taken place, excepting the usual seasickness attending the lands-

man. Mr. Wise and family suffered some, but not so much as was anticipated. For myself I had only a few hours of trial, having experienced a full share of the disagreeable feeling on the passage from Norfolk to New York. We have seen nothing, but once in a while a sail, and many of the little "Mother Cary's chickens" or "stormy petrel." These industrious little birds follow in the wake of the ship picking up whatever food may be thrown from the frigate. Occasionally we see a porpoise, or a black fish tumbling and sporting in the water, which to me is quite a novel sight.

On the 7th I dined in the cabin with Mr. Wise and family and passed a very pleasant time. As I before mentioned, the whole cabin had been given up to them, though they pressed the captain to retain a stateroom, but he declined.

At 2 o'clock on the afternoon of the 12th of June land was seen from the masthead, and on a near approach it proved to be the Island of Flores. At sunset, though we were not over forty miles from it, yet it was plainly visible *in the outline*, and had the appearance of a large black cloud on the edge of the horizon. The practiced eye of a seaman is necessary to discover land at sea; and it was some time before I could believe that the large black object ahead was the beautiful Isle of Flores.

At sunrise the next morning (13th) I was up early, anxious to get a sight of the land, when lo and behold, we were within four miles of it, in a dead calm. Thus we continued for two days, and we had an excellent view of the island, together with its neighbor, Corvo.

They have the appearance of solid masses of rock, entirely destitute of cultivation, but with the glass, houses, fields of grain, etc., are seen, and every part of them bears the mark of industry.

The people of this island (Flores) are very sociable, more so, in fact, than the inhabitants of Portugal; the climate is one of the best in the world, and sickness is uncommon; wheat and wine are raised upon the island, though probably not much more than is requisite for their own consumption, and little communication is had with their neighbors. Flores is the outer island of the Azore group of Western islands, and is generally, if not always, made by the navigator who intends going into Fayal. Ships do not often visit her ports unless forced in by stress of weather or want of wood and water. Calms prevail also under the high lands.

On the 15th of June, in the afternoon, the Peak of Pico was seen by the lookout, and at sunset it had the appearance of a sugar loaf or cone, with the top cut off. It looked majestically rising out of the

clouds, and it being the only high land near us, was visible some sixty miles off.

On the 16th, in the morning, we had an excellent view of the islands of Fayal and Pico, on the latter of which the peak is situated, and is between 8,000 and 9,000 feet above the level of the sea. We had a series of head winds while nearing the islands, and we continued beating about until 7 P. M. when the harbor master came on board and took us in. We anchored at 9 P. M. in the Port of Orta, in thirty fathoms water.

#### FAYAL.

The next morning (17th) at sunrise, Fayal presented a beautiful appearance indeed. The sun reflecting upon the white roofs of the houses, caused them to sparkle like silver, and my time till breakfast was passed in examining with the minutest attention the boats, houses, churches, etc., so entirely different from those in the United States.

At 7 o'clock we received a visit from the vice-consul, Frederick Dabney, Esq., who welcomed us, and invited the officers generally to make his mansion their home during our stay. Mr. Wise and family at his request went on shore and passed the four days with his family, and were extremely well pleased. As American ships of war rarely visit Fayal, on account of the calms which prevail, we at once became objects of great curiosity. The Constitution was the first frigate (American) that had visited the island, and perhaps this circumstance operated favorably with the inhabitants. In the afternoon a party of the younger officers (including myself) went on shore and passed a very agreeable time. The streets are very narrow, and the houses nearly of the same size; all are made of the same material, viz., lava, of which the island consists. The convents and churches are the only variations offered in the way of architecture. A visit to the consul's house and gardens will repay any one desirous of seeing to what extent the cultivation of the tropical plants and flowers is carried in the Western islands. The climate is very salubrious and vegetation flourishes all the year. The soil is decomposed lava, and supposed to be the richest in the world. The mercury is *never* above 80 degrees, and rarely lower than 50 degrees. The population of the island is 30,000 and Orta, the largest town, contains 10,000 inhabitants. The exports are fruit and wines, though the island of Pico furnishes most of the latter, and 18,000 pipes in a year have been known to be exported from that island. The peak was not visited by any of the officers of the ship, and its ascent is rarely undertaken, even by the natives. From the beach to the summit of the peak eighteen miles have to be traversed, and although the surface of

the mountain appears even from the harbor, and easy of ascent, yet it is very rough and difficult, and reaching the top is considered a great feat. The mountain is volcanic, though no eruption has taken place for many years. Hot steam, however, issues from the crater, and while in some seasons the middle of the peak is covered with snow, the summit is perfectly clear and the temperature is higher.

These islands (Western) belong to Portugal, and the governors and other high functionaries are sent from that country and manage to retain their offices so long as peace and quiet reign there. Labor is very cheap and can always be obtained for 16 cents per day, and it seems to be a principle with the government to keep the poorer classes where they are, and not to spread the light of religion or education amongst them. A system similar to the old feudal is carried on here. The rich always have their dependents hanging about, and allow them certain lands, the proceeds of which are to be paid over to the lord. The condition of the laboring class by this means is not much higher than that of the old English or Russian serf of the present day.

The women of the middle class wear a very peculiar dress, which gives them an extremely odd appearance; it is a large black cloak, with a calashe of velvet hanging over their faces, and they look more like turkey buzzards than anything else. At first I supposed they might be nuns, but was afterwards assured they were only following the customs of the country.

A visit to the churches is well worth the trouble of ascending the steep hills. Gilt and wax candles are very abundant.

On the evening of the 18th a ball was given by the consul in honor of the arrival of the Constitution, and the Portuguese beauties turned out in great force. As many of the officers attended as could be spared from duty, and the time passed off very pleasantly. I was much amused to find the ladies and gentlemen occupying opposite sides of the hall. There did not appear to exist that cordiality and feeling so abundant *at home* in the public parties. The Portuguese appeared suspicious and desirous of keeping the ladies as far from sight as possible. (In the daytime I did not see any ladies in the street, but as we passed by the houses the latticed windows were raised and many a pretty face was seen "behind the curtains" desirous of getting a view of the strangers.) The only disappointment experienced was that of having a silent partner. The ladies (or most of them) could not talk English, and we could not talk Portuguese, so it was but a blind bargain after all. The ball broke up at two in the morning, and the company separated highly pleased.

The next afternoon we felt bound to return the compliment; accordingly the quarter deck was made ready for the reception of the guests. Flags of all nations ornamented the ship and the guns were run out to give room for dancing. The company was nearly the same that met at the consul's. And after dancing, examining the ship and partaking of a supper in the wardroom, the party separated highly delighted with their visit to "Old Ironsides."

On the morning of the next day (June 20th) we took leave of our kind friends in Fayal, weighed anchor and stood out to sea.

On the whole, the four days passed at Fayal were productive of much interest and pleasure, and will not soon be forgotten by the officers, many of whom had taken the opportunity of visiting the remains of volcanoes in the island. Mr. Wise described a visit to one as follows, viz.:

"After ascending the highest peak of Fayal, probably a distance of nine miles from the beach, they came to what originally had served for the crater of the mountain. This cavity was six miles round the edge. On looking down they discovered at the bottom, which was one mile round, a lake of fresh water, and which evidently had been an aperture for the lava to issue when the volcano had been in operation. The depth of this cavity was 1,700 feet, and that of the lake has never been ascertained, and is said by the inhabitants to be fathomless. Gold-fish are sometimes caught." Men and women were round its border gathering wood, a specimen of which Mr. Wise cut and gave me. The sides of the interior are cultivated and numerous flocks of sheep were seen feeding. All of the fuel used in the island is taken from this "curral" or sheep fold, and as it is used only for cooking, enough is found to supply the wants of the people.

The condition of the poor in the island is piteous in the extreme, and I have never witnessed in the United States, even among the slaves, so much misery as I saw in the islands we visited.

The day after leaving Fayal (21st) we spoke the American brig Lycoming, from Palermo, bound to Boston. Letters for home were put on board, and some of their crew being sick, the surgeon went on board and prescribed for them. The captain also sent from his private stock some chickens, potatoes, etc., for the sick.

Nothing further occurred until Thursday, the 24th, when the island of Madeira was in sight at sunrise, presenting another beautiful sight, and long to be remembered.

#### MADEIRA.

About 2 o'clock on the afternoon of the 24th of June we came to anchor in the beautiful Bay of Funchal, having made our passage

from Fayal in exactly four days. We found here the Portuguese frigate Diana and the English sixty-gun ship America. This latter ship is a razee from the seventy-four of that name, built originally by us, and given to the French government (at the commencement of the peace establishment) and taken from them by the English some years afterwards. Besides these two frigates there was a Portuguese eighteen-gun brig, thus making four national ships in the harbor.

Immediately upon anchoring we received a visit from the health officers. The rules and regulations of the Portuguese government relative to ships entering their ports are very severe, and in Madeira if a ship should attempt to come in in the night she would be fired at from the Loo Castle. A salute was fired in honor of the Portuguese government, which was returned gun for gun. Madeira from the ship has the most fertile appearance of any islands we have seen, and promises to afford much pleasure from the visit.

I visited the shore next morning (25th) and took a stroll with some of the officers over the town. The landing place is not a good one on account of the great surf, and for this reason the native boats are made of a peculiar fashion, so that, upon nearing the shore, one of the oarsmen gets out to push behind, and the other in front, so that the boat is thus carried high and dry upon the beach and the patron then gets out beyond the reach of the surf. Mr. Baynim, the vice-consul, kindly invited us to dine and, in fact, during our stay did everything for our comfort that could be expected. Mr. Wise and family resided with him during the four days we remained at the island, though they did not have the company of the ladies, as at Fayal.

We made a visit to the Convent of Sa Clara, which is within the city. Here we saw the nuns pass and repass behind the iron bars, and having an interpreter with us, examined the wax flowers and feather work, for which the island is so celebrated. Afterwards we visited the church dedicated to the White Lady of the Mountain, and found it much superior in size and beauty to the churches of Fayal. The convent is about three miles up the mountains, and we rode thither on horseback, accompanied by guides, who clung to our horses' tails as if they were certain that we intended to take *leg bail*; the faster we galloped, the tighter they held on, nothing could shake them off. Beggars are not so plentiful as in the Azores, and there is evidently more industry and enterprise.

As in Fayal, the old custom of Lords and serfs is still continued, and I was told that while dealing with the latter class, no fears were entertained of being cheated, but with the former a person had to be wide awake to prevent being shaved in some way. Not a very great

compliment, I thought, as it appeared that those who could not read the precepts of the Christian Religion, were far more virtuous in their actions than the persons who had "the fear of God before their eyes."

I was much pleased with seeing at every fountain round the Churches and on the roads, little images of the Virgin, and the peasant always crosses himself before drawing the water and by this means he is made in a measure sensible of the great blessing conferred upon him. Of this truly great blessing, water of which other islands have but a scanty allowance, Madeira is abundantly supplied, and the mountain springs are rarely, if ever dry.

Funchal, the city of Madeira, (and a most beautiful spot it is) contains between thirty and forty thousand inhabitants. Here the streets are laid out in more style, and regard to proportion, than in Fayal, and everything is clean and neat. The poorer people dress better and are more industrious. The dress of the laboring class is very tasty; a small cap covers about half the top of the head, and ascends about nine inches in a peak, and looks something like a fool's cap, of school-boy days. The trousers are all gathered in at the knee, and all below is bare, while above the cloth spreads out like a great bag.

A walk through a vineyard is worth a great deal; here millions upon millions of grapes are hanging, shortly to be turned into wine, and upon the season arriving for that operation, great rejoicings are held all over the island among the laboring classes.

On the evening of the 27th a party was given by the Consul, and the company were *rather merry*. All passed off pleasantly and we broke up at an *early* hour in the morning, very well satisfied with the entertainment. A more hospitable place I never was in, and a more hospitable gentleman than Mr. Baynim, I never saw. Though English, he treated us as brothers, and his table was daily set for our convenience.

On the 29th of June, we were obliged to take leave of our kind host, from whom we parted reluctantly. At 3 P. M. we weighed anchor and stood out to sea; at daylight on the morning of July 1st the peak of "Teneriffe" was visible, and shortly afterwards the whole island. We were about sixty miles off when the peak was first seen.

#### TENERIFFE.

At 3 in the afternoon of July 1st we anchored in the harbor of "Santa Cruz," after a passage of only two days from Madeira.

On visiting the city, I was not much pleased with its appearance.

Though Santa Cruz has evidently been a place of great business and importance, it is fast dwindling away. There is not that neatness to be seen, that is everywhere visible in Fayal and Madeira. Poverty stares one in the face the moment of landing upon the Mole, and I never have seen in my life so much misery as I witnessed in the island of Teneriffe. Beggar women with naked children, old men, blind and lame, are seated about the streets, mendicants by profession, who live upon the charity of the stranger, and when not appeased do not hesitate to curse deep and loud.

A marble monument stands in the center of the "Plaza de Constitution," sacred to the memory of those who fell in defence of the city, and it is truly beautiful. I also saw in the English Hotel some statuary brought from Genoa, and said to be the most valuable in the city. The churches, as in the other islands, are very handsome and plenty of monks are seen about the city, with their slouched hats half over their faces, looking more like robbers than ministers of Christ.

The government of the island is Spanish and the city is continually kept full of soldiers. A splendid fort guards the mouth of the bay, to which we were refused admittance, the suspicious Spaniards being unwilling to allow strangers to see their preparations for war.

July 4th was celebrated in Santa Cruz, by the firing of twenty-one guns at 12 o'clock. The Spanish fort also saluted us. An entertainment was provided in the cabin, of which the officers partook, and the day was closed by firing rockets, burning blue lights, etc.

On the 5th the French corvette Berceau arrived from France, bound to Rio de Janeiro, so we are likely to have company at least part of the way.

Though the island of Teneriffe is celebrated for its fertility, none was visible in the vicinity of Santa Cruz. The rocks, rough and rugged, had the appearance of being thrown down any way without regard to order, and a cindery look pervades the island. The "Peak," which is not visible, while at anchor in the harbor is the only *real* object of interest in the island. A party was formed among the officers to ascend it, and on the day after our arrival, they left, and did not return until the day before we sailed, having been absent four days, and traversed during that time upwards of ninety miles. The height of the mountain is between 12,000 and 13,000 feet above the level of the sea. After leaving Santa Cruz on horseback, they had to cross the island to the port of "Oratava," and start afresh, and continued riding until within six or eight miles of the summit. They then walked, and while nearing the top most of the party were taken sick, and could hardly proceed, on account of the rarefaction of the air.

Some of them indeed wished to turn back, but the desire of accomplishing the undertaking led them on. Few Americans have reached the summit of the peak, while many have attempted it, and by moving little by little, our adventurous party stood, on the morning of the 4th of July, on the topmost peak of the mountain. The naturalist examined with attention the soils and the party secured many specimens of lava, sulphur, etc.

From the base of the peak to its summit three or four different kinds of soil are observed. First, near the base, that capable of great cultivation, and further on, that which yields nothing but wild trees and weeds; and higher still a portion of the mountain is composed of solid pumice stone, while at the very peak itself nothing is found but bare rocks. Near the summit it was found dangerous to lie down, as hot steam issued from the ground, and though it was very cold, yet by scraping away the earth four or five inches, an immediate change was felt in the temperature.

In "Oratava" they were shown Humboldt's chair, and the window in which he took his sketches of the island, and here they saw also the far famed "Dragon Tree." On the evening of the 5th they returned, completely exhausted from their journey, and never desirous again to visit the "Peak of Teneriffe." Though it is a feat rarely performed, yet the sickness, changes of weather and other causes operate unfavorably in the eyes of many, and our party said, "If they had known at first what they knew afterwards, nothing would have tempted them to undertake the ascent."

"Teneriffe" has the most sublime appearance of any islands we have seen; the rocks seeming to have been thrown together by the hand of nature, for the purpose of seeing into how many fanciful shapes they could be imagined. And above all towers the high and noble peak, with its point far above the clouds, appearing like the king of all. I have never seen a more sublime sight than the island of "Teneriffe."

On the 6th of July we weighed anchor; at half-past three P. M. stood out to sea for Rio de Janeiro, followed by the Berceau. She continued astern of us for three days and then parted, we keeping for the outside of the "Cape de Verde," she for the inside.

#### *FROM TENERIFFE FOR RIO DE JANEIRO.*

For several days after leaving "Teneriffe" we were followed by the French corvette Berceau, but on the 10th inst. she altered her course and stood for the inside of the "Cape Verde" islands, at the risk of being becalmed for a week perhaps. We experienced very delightful weather, and on the 13th inst. spoke the English transport ship Larpin,

Captain Lovewell, from Calcutta for London, last from St. Helena. A boat from her came alongside with an English naval officer, who desired to compare chronometers.

We gave him all the information possible, and also something substantial in the way of potatoes and chickens. This ship had met a few days before with the English frigate America, which had rendered no assistance, and the officer assured us that "We had shown them more civility than even their own national ship." A great compliment coming from an Englishman.

On the 22d inst. a man named Corbett fell overboard, the ship going eight knots at the time. The sea however was smooth, and, the life buoy having been cut away, he succeeded in reaching it, though not before we were a mile or a mile and a half ahead. If this man had not been a good swimmer, no power could have saved him, and even he had despaired of ever seeing his shipmates again.

On the 24th inst. we crossed the equator in latitude 0, longitude 30°, and celebrated the occasion by a revival of the old custom of shaving the green 'uns. Permission had been given by the Captain, and at 9 A. M. everything was prepared for the ceremony. Neptune (an old quartermaster gunner) in a car, attended by his train, appeared upon the quarterdeck, and all were treated to a glass of wine or whisky, as they liked best. I am sorry to say that whisky had the preference. The first person called upon to undergo the course of treatment was the lieutenant of marines, who was led to the forecastle, placed upon a bench, and his face well lathered with lamp black, tar, etc. His countenance was then scraped with the iron razors, which, if they had been dignified by the name of saws, would not have taken the edge off any better. However, before he had time to think much upon the subject, he was taken by the heels and turned topsy turvy into a tarpaulin of water, where he was received by two black bears, who washed his face and head until he called for mercy. He was then told he might go about his business.

Thus *all* who had never crossed the line were obliged to be shaved, the treatment being varied according as the operator was liked or disliked by the crew. All were much pleased with the entertainment, and it cost nothing but a change of clothing. At 12 the decks were dried, and nothing would have been noticed, relative to the performance, if it had not been witnessed. Mr. Wise and family were much pleased, though they had to buy themselves off with a bottle of whisky.

After crossing the equator until we arrived off Cape Frio, Brazil, nothing of consequence happened worthy of notice. Our passage was a pleasant one, the weather was fine and the pleasure we soon hoped to

experience in Rio de Janeiro added greatly to make all contented with their situations. Evening after evening was passed in viewing the stars and Magellan clouds.

Occasionally a meteor would pass over the ship, illuminating the deck as it winged its flight through the air.

On the morning of August 1 a ship was seen standing towards us, apparently a man-of-war. On a near approach we perceived American colors, and she was made out, by exchange of numbers, to be the U. S. ship Erie. A boat put off from her and came alongside with her commander (Lieutenant Duke) and the Chilean Minister, Mr. Pendleton, on board. The Erie was from the Pacific station, and last from Rio de Janeiro, thirteen days, having been during that period within two days' sail of the latter port. We put letters on board, and after brief enquiries and congratulations had passed between the officers, we parted, cheered ship, and stood on our course for Rio.

In the afternoon about 5 o'clock "land" was cried from the mast-head, and I soon had the pleasure of viewing the continent of South America. We were within twenty or thirty miles of it, and it proved to be Cape Thome, north of Cape Frio, and was visible until sunset.

In the evening the lighthouse on Cape Frio was distinctly seen, and every chance prevailed of our anchoring in Rio harbor before twenty-four hours more were passed. I had almost forgotten to mention that for three days past we have been followed by a strange sail, which we passed to leeward on the afternoon of the 30th of July. On account of our stopping to put letters on board the Erie, she had gained upon us, and on the afternoon of 1st of August we showed our ensign, and she hoisted a French flag. By taking a glass into the mizzentop, she was found to be the corvette Berceau, which followed us out from Teneriffe. Thus had we again met upon the Atlantic after an absence of nearly thirty days; probably the circumstance would not happen again in a lifetime of two vessels crossing each other's track so near the port of their destination.

At midnight (1st) we hove to, the moon having become obscured, and waited until morning to enter the harbor of Rio de Janeiro. The Berceau had passed us in the night and was becalmed under the land.

On the morning of the 2d the sugar loaf hill, at the mouth of the harbor, was seen, and the Berceau about two miles ahead like ourselves in a dead calm. About 8 A. M. a light breeze sprang up, and we hove ahead of the Frenchman, he being too near the land to get the effect of the wind. But, alas, about nine the wind left us, and we had the mortification of seeing the Berceau shoot ahead, and we anchored off the city of Rio de Janeiro at 3 P. M., while she was taking in her topgallant sails.

By looking at the track of the Berceau it was found that she had kept more to the eastward than the Constitution and got the trade wind sooner than ourselves, thus sailing between two and three hundred miles less. Though she had beat us in time and luck yet we beat her in distance, and the French commodore gave us the palm.

#### RIO DE JANEIRO.

On entering the harbor we passed the beautiful "Raza" Island, on which a lighthouse is placed. Nothing can be conceived more delightful than this spot. It is entirely isolated, and forms a very handsome residence for gentlemen in the summer, and is about seven miles from the city.

Farther on we pass Fort "Santa Cruz," on which a battery is placed consisting of 300 guns. This fortification is built upon the solid rock, and is supposed to be one of the strongest in the world, presenting a most warlike appearance either upon entering in or leaving the harbor. All vessels are hailed from this castle, and in the night are not allowed to pass it, with the exception of men-of-war. Nearer the city a smaller fort is seen, about half-way between "Santa Cruz" and the anchoring ground. It is situated upon a small island in the harbor near the shore, and commands the entire port. Ships in the daytime are all allowed to pass Fort "Santa Cruz" and anchor opposite the smaller battery, but if they attempt to pass the latter a shot is fired across their bows, which is followed by a ball if still persisted in, and the only satisfaction received is paying for powder, etc.

The harbor of Rio de Janeiro is a regular basin or lake surrounded on all sides by the most beautiful scenery. It is about five miles across and from ten to twelve from the entrance to the upper part. On the right hand side (as we front the entrance) the city is situated, and on the left the beautiful village of "Prio Grande." In the rear of the city the high hill of "Cocovado" is seen rearing its tall summit far above the clouds. From this mountain the city is supplied with water of an excellent quality. The celebrated "Organ" mountains are situated in the rear of the upper part of the shore, and all together contribute to render the harbor of Rio one of the most beautiful in the world. The view of the city from the anchoring ground is very beautiful and is justly entitled to more praise than any place we have yet visited, and wherever one casts his eye, a landscape always meets his gaze.

On our arrival we found at anchor the U. S. ships Raritan and Congress, brig Pioneer, H. B. M. frigates Alfred and America, and one Sardinian, one Brazilian and two French ships of war. On visiting the city I was extremely gratified, and experienced much pleasure in

viewing the many novelties. It being Sunday afternoon I took a walk over nearly the whole place. Stores were opened, and business was transacted as usual. On landing, the first place of interest is Palace Square. Here the Emperor's palace is situated, and fronts the harbor, and is a very large and neat building. The public aqueduct is also on the square, and is well worthy of a visit, and a perfect bedlam is made while the slaves are drawing water. Farther on we come to the most beautiful street in the city, and one that I had heard much of while on our passage to Rio de Janeiro. The "Rua de Ouvidor" is not entitled to any praise for the beauty of its buildings, but the variety of goods and fancy articles that are exhibited in the stores give it altogether a most pleasing appearance. Here a person can purchase anything he desires from a diamond ring to a saddle. In this street is the celebrated feather store so much spoken of, and indeed is well worth a visit. Sixty girls are constantly employed making flowers, etc., from the feathers of humming birds, etc., brought from the interior of the country. Never having seen any work of this kind before, I was much pleased with observing the different forms and articles into which the operatives fashioned the feathers. One of the girls only could speak English, and she was very polite indeed to us, and we passed an hour very pleasantly examining the birds and flowers.

It would be useless to write down all of the little incidents that occurred to give me a favorable impression of Rio; suffice it to say that during our stay of a month I enjoyed myself as much as it was possible under the circumstances.

After leaving the "Rua de O." the party continued on, until we reached the arches of the "Cocovado," through which the city is supplied with water from the mountain. These arches cross every valley from the hill to the city, and as works of art, would do honor to many European countries. The public gardens are also well worthy of a visit. The Sunday afternoon we walked there, a band of music helped to render the time of the pedestrians as pleasant as possible. This band consisted of nearly forty members, and was the best I ever heard.

While at anchor in the harbor, I had an opportunity of visiting the Emperor's Cathedral, though not during service. This church is attached to the palace, so that his highness need not go out into the open air to say mass, and of all places of worship I have ever seen this was the most superb. The altar was completely covered with gilt work, while at the back and round the sides of the chapel statues of Jesus, the Virgin Mary and the Apostles were placed. There were no galleries visible, all the worshippers kneeling upon the floor. A partition ran round the whole area, setting off about three feet of space, probably for ladies.

I had also the opportunity of visiting the Emperor's theatre and shall long remember the event with gratification. Understanding that Dom Pedro himself would be present, we went early in order to secure good seats. The play was the "Barber of Seville" by the Italian company. We purchased tickets to the orchestra from persons in the streets, there being no regular box office as in the United States. After first getting into the pit by mistake, and walking round the theatre once or twice, we at last popped into the right door. The orchestra is in no way connected with the music, but is partitioned off, and the seats consist of nice, comfortable arm chairs. The pit is in the rear of the orchestra, thus having three separate companies on the floor.

The theatre is immense, and would contain two such as the Park or Tremont. The whole is lighted by one large chandelier, hanging from the center of the dome, which is ornamented with paintings. There are fifty-four boxes on a side, contained in four rows. The Emperor's private box takes up nearly the whole of the back, and curtains were drawn before it. I should judge the boxes to contain more than twenty persons. Each box is divided from its neighbor by a partition, thus the audience on one side of the house can only see their opposite friends instead of those around them.

The evening being the anniversary of Dom Pedro's marriage, the house was crowded at an early hour. Those who held any rank appeared in uniform, and the sight was very imposing. I have never seen so many ladies together in a public place before.

The Emperor did not arrive until 9 p. m., and some Englishmen who sat beside us, uttered curses, rather loud, at being obliged to wait two hours for a boy. At last the curtains of his box were drawn and disclosed to view the Emperor and Empress standing in front. Dom Pedro was saluted with three "Vivas," to each of which he bowed his head in token I suppose of his great affection for his subjects. He was surrounded by gentlemen who occupied boxes, built inside of his own. There were about twelve of these boxes capable of holding at least five or six persons each, and the magnitude of the private box can be imagined when I say that it reached from the upper row to the pit. A large sceptre and crown over the curtain denoted the royal occupant.

After the cheers had subsided, the orchestra struck up the Brazilian National Hymn, and subsequently the curtain drew up, and displayed to view the whole operatic corps, who sang Dom Pedro's hymn, and a most beautiful piece of music it is. In the rear of the stage the Emperor's band was stationed, making upwards of sixty instruments for

an orchestra. Afterwards followed the opera of the "Barber of Seville" in Italian, and I can truly say that I never enjoyed better music in my life. The performers were said to be the best out of Europe, and for my part they deserved I think all the applause bestowed upon them.

The scenery is very good, and the instrumental music was the best I ever heard in a theatre. We left the theatre extremely pleased with our evening's entertainment, and our view of the great people of the land.

During our stay in Rio de Janeiro, the Prince of Naples had been created admiral of the Brazilian forces, and took advantage of the presence of so many vessels of war in the harbor to visit them. With the Congress he was much pleased and spoke highly of the discipline on board. Our ship being overhauling and painting was not visited nor did we regret the circumstance much, as we had already seen enough of saluting, manning yards, etc. The Prince is a fine looking man, and has the most amiable countenance of any of the great men we saw in Rio. He married the Emperor's sister, and is a great favorite with the people.

On the 29th of August while casually looking at the last Baltimore papers received by the ship Roanoke, to my great surprise and deep sorrow, I found the following paragraph: "The Boston journals announce the death of Samuel Sprague, Esq., the father of Chas. Sprague, the poet." I could hardly believe my own eyes, for it seemed so impossible that one whom I had left, though aged, in the enjoyment of good health should in so short a space of time have been numbered with the dead. The truth of that passage in the Bible struck me forcibly, "In the midst of life, we are in death." A dear relative, an honest and upright man, my mother's father, has gone "to that bourne from whence no traveler returns," beloved and honored by all who knew him, and the idol of his children and grandchildren. He has left behind him a name as pure and unspotted as innocence itself, and an example worthy of imitation. A long life had been spared to him and his aged partner, and their declining years have been passed in the society of their children, whose kind hands have smoothed the path of affliction and comfort in their latter days. God be thanked for all his kindness to the aged in the twilight of their existence.

#### REMARKS ON RIO, ETC.

As I was very busily employed in Rio, it is not to be expected that I can write down all the transactions and incidents that occurred, and

I shall endeavor to give as far as possible some idea of the government, manners and customs. Since the abdication of Pedro I., who is represented as having been rapacious, cruel, licentious and almost without one redeeming quality, the country has been gradually recovering from the effects of his administration, though instances can yet be cited of late rebellions in the interior of Brazil. The constitution of Brazil differs very little from that of the United States, the people being represented in Congress by members chosen by themselves. The bad uses that the Constitution had been put to are seen in the unsettled state of the country and the strong hold that other nations (particularly England) maintain on the rulers. Brazil has a heavy national debt, of which nearly two-thirds are held by British owners, and such a thing as independence is not known in any of its commercial dealings. The slave trade has brought England in direct contact with Brazil, so much so, that the guardships of the former power are allowed to lie in the harbors of the latter. But in spite of the efforts of England, the slave trade still continues to flourish. Cargoes of slaves are landed under the very guns of the British, in defiance, and if by chance a vessel is taken, the slaves are put on board the guardships from thence apprenticed for the term of seven, fourteen or twenty-one years to planters. Thus England loses nothing by endeavoring to check slavery, on the contrary, rather increases its funds by this system of apprenticeship, which amounts to slavery itself. The *rapacity* of England, otherwise called its *humanity*, is felt not only in Brazil, but in the Eastern world (for which see an account of the late war with China).

Though opposed to the above manner of emancipation, yet it is evident that this trade which has become so obnoxious to other powers will be the downfall of the prosperity of Brazil. At the lowest computation there are more than 1,800,000 slaves in the country entirely dependent upon their masters for support and it will be found in a few years that, as in the Southern States, the negro eats more than he earns. Again the climate of Brazil engenders various cutaneous diseases in this class of its inhabitants, to which the whites are often subject. I have seen blacks with their fingers and toes completely eaten off; and their feet, legs and thighs swollen as if nothing but bursting the skin could relieve them. Such are always dependent upon charity, and lie about the streets perfectly helpless.

The worst degradation I have seen has been in the slaves in Brazil.

The manners of the Brazilians are not such as to prepossess a foreigner in their favor. At the best those with whom we had dealings were but poor specimens of mankind. On the whole, I experienced

from my visit to Rio de Janeiro more pleasure than I had anticipated, and was very agreeably surprised at finding my prejudices against the city unfounded. There are many curiosities in Rio and around it which time alone prevented my viewing, and which would have afforded much amusement.

I forgot to describe the appearance of the Emperor on the night of the performance. He is apparently about twenty-one years of age, light complexion, light hair (almost white) and blue eyes, and would be called good looking by the ladies. He stoops a little and his form is not symmetrical. His countenance is prepossessing, and amiable; from what I could learn, he is beloved by his subjects. Dom Pedro II. is exactly the reverse of his father, Pedro I., whose memory is not much revered. The present Emperor married a daughter of the King of Naples, and is related to many of the most powerful potentates of Europe.

On the 8th of September, having completed the stores and painted ship, etc., at sunrise we up anchor and stood out to sea, and at eight o'clock were well outside "Raza Island."

On the afternoon of the 7th Mr. Wise paid a farewell visit and dined in the cabin with Captain Percival, Captain Voorhees of the Congress and myself. At parting he was deeply and visibly affected at leaving the friends he had made on board. The crew who appeared much attached to him desired the salute might be given him, and seventeen guns were accordingly fired. His family had a few days previously paid a farewell visit, and a dinner had been given by Mrs. Wise to the officers of the ship at her residence, about three miles from the city.

During the sixty-three days that Mr. Wise and his family remained on board the ship entire harmony and good feeling subsisted between all concerned, and it was with great reluctance that the officers took leave of those who had rendered the passage so agreeable.

I question whether any minister to a foreign court on a voyage from *home* ever experienced more attention and courtesy than did Mr. Wise, and it is a gratification to know by his conversation and feelings upon the subject that they found a place in his heart. He endeared himself to all on board.

On the 7th I also received three letters from home, with some newspapers, the first and last in Rio. With these letters in my pocket, and a clear conscience, I felt myself richer than Queen Victoria.

## FROM RIO JANEIRO ROUND THE CAPE OF GOOD HOPE.

The morning of the 8th of September (Sunday) was very pleasant, and we experienced beautiful weather for many days, accompanied by fresh breezes. Our course was for the islands in the South Atlantic, when change of wind occurs.

On the 13th for the first time since leaving Rio, we saw birds, though not in any quantity. They were the cape pigeons, and resemble the wild pigeons in shape, but not in color, their bodies being white and their wings brown with white spots. They frequently follow ships two thousand miles, leaving them in the longitude of the Cape.

On the 16th, for the first time, I saw an albatross. This bird is about the size of a swan, or between that and a goose, and from wing to wing sometimes measure fifteen feet. The bodies of the young are brown, while those of the old ones are entirely white, and the wings the same. I should suppose the beak to be from three to six inches in length and hooked at the end. The sailors baited a hook with a piece of fat pork, and as the ship was nearly becalmed, quite a number flocked around it. In a few minutes one was caught and safely landed upon deck. For a little while the gluttonous bird was quite seasick and vainly endeavored to lift himself from the deck, but without avail. Its eye was large and black, and well did the poet Coleridge choose this beautiful bird for the subject of his poem of the "Ancient Mariner."

I am sorry to say, however, that sailors have little faith in the opinion of showing mercy to either albatross or shark; the little stormy petrel being the only wanderer safe from harm.

On the 17th we saw an English bark to windward, and hove to, after passing her; this little incident may be thought not worthy of a place in a journal, but it was interesting as being one of the few occurrences of a sixty days' passage.

On the 18th and 19th, we were becalmed and made scarcely five miles during that period. A calm at sea is truly one of the most tiresome events that occurs in a sailor's life. The sails flapping, the swell of the sea, and the disagreeable rocking of the vessel all combine to render this part of a voyage to many more unpleasant than a "reef topsail" breeze; and when at last we did catch the breeze it seemed an age we had passed. A ship going along eight knots, with beautiful weather, puts a different face upon the affair. All on board enter into the excitement, and the monotony is in part worn away and

gives place to good feeling and hilarity. The only amusement found was in the capture of a shark. This fellow was about six feet in length, and was a fine specimen of the genus. He was caught over the stern, hauled in on the quarter deck, carried forward by the sailors, who soon showed their antipathy to the race.

On the afternoon of the 23d the Isle of Tristan d'Acunha was in sight, and we again saw the English bark and boarded her. She proved to be the Lord Eldon, from London for Bombay, and made the island for the purpose of rectifying her observations.

It had been the intention of Captain Percival to send a boat ashore on the Island of Tristan d'Acunha, and orders were given to lie to when within five miles of the beach; but unfortunately a heavy breeze sprang up in the night, and we drifted to within two miles of it. We then wore ship, and the morning of the 24th ushered in a gale which lasted until the night of the 25th. We were thus obliged to keep clear of the island, and stood on our way to the East. During the heaviest of the gale the ship was hove to with her main topsail to the mast, and much of the time had on her only trysails. Her spar deck ports were frequently under water, and life lines were run around the sides. Both of her decks were wet, particularly the main, and I began to see the inconvenience and danger of a sailor's life. The frigate worked well, and during this blow was easier and more comfortable than many other ships would have been. An account of the above island may not be uninteresting, as few are acquainted with either its locality, inhabitants or usefulness.

#### DESCRIPTION OF TRISTAN D'ACUNHA.

This group of islands situated in the South Atlantic Ocean consists of three, viz.: Inaccessible, Nightingale, and Tristan d'Acunha.

The latter island, the largest and most fertile of the group, takes its name from the celebrated Portuguese navigator. They are not often visited by merchantmen, only occasionally a whaler stops to procure refreshment. The highest land of Tristan d'Acunha can be observed sixty miles at sea and is between 7,000 and 8,000 feet in height. All accounts of the fertility of Tristan d'Acunha are vague, though it is generally supposed to be capable of great cultivation. Its origin is volcanic, and would undoubtedly be taken advantage of, but that the harbors are extremely difficult of access. Potatoes and vegetables are raised in great abundance, and wild hogs and goats are plenty.

The other two islands of the group are entirely barren, and are always avoided by navigators. Inaccessible is about nine and Nightingale island about seven miles in circuit. Tristan d'Acunha is about twenty-five miles in circuit, and its highest peak is 8,326 feet above the level of the sea. In the year 1811, three Americans remained on the island, to prepare seal skins and oil, but left before 1813. Afterwards a naval station was formed by the English when Bonaparte was taken to St. Helena; this was afterwards discontinued, and transferred to the Isle of Ascension, where it now is. The next account of the island is up to 1821, when the ship Blenden Hall, from London for Bombay, was wrecked on Inaccessible Island on the 23d of June. Here the crew and passengers remained nearly six months, living on penguins and eggs (the only food), until they arrived at Tristan d'Acunha in a boat made from the wreck.

On the Isle of Tristan d'Acunha they found a Scotchman with a small colony of about twelve persons. This Scotchman was the head man on the island and was called Governor Glass, who treated them very hospitably until an English brig arrived on the 9th of January, 1822, and carried them to the Cape of Good Hope. Two of the passengers, however, a man and woman, remained on the island with the colony, and were married by Governor Glass. Shortly after this wreck happened, an English sloop of war (Gloucester, I think), touched at the island to make observations. A passenger (Aug. Earle) obtained permission to visit the shore; but stopping too long, the ship was forced to put to sea, and left him on the island. Here he found the colony in a flourishing condition, one or two children having been born since the departure of the English brig. He remained on the island nearly a year, and describes it as being a most delightful spot, where vegetables of many kinds, hogs and goats were found in great abundance. His narrative is an interesting one, and excited great attention when it appeared. In the month of November, 1824 or 1825, he was taken off by a vessel bound to Van Diemen's land.

In 1829 a vessel had stopped there and reported the colony to have increased, and were very healthy; the children uncommonly so, and free from those infantile diseases in more thickly populated countries.

Governor Glass is yet alive, or was when the Constitution returned from her cruise. The old governor has undoubtedly been the means of saving many of his fellow creatures from a watery grave, or at least starvation on the neighboring barren islands.

This circumstance, together with a desire to see if any seamen or

others were still on the island, induced our commander to lie to; but in the gale of the 24th and 25th of September we were forced to keep away. Interesting information might certainly have been obtained from our visit, and I had congratulated myself upon seeing the strange character who has passed more than thirty years of his life almost exiled from the world.

These islands are under British protection. At certain seasons of the year, gales are frequent, accompanied by a heavy sea for several days before and afterwards, and are only the stopping place for whalers, and ships desirous of rectifying their observations. It is to be regretted that Tristan d'Acunha is so far from any other land, as no doubt exists of this group being capable of great cultivation.

We pursued our course and had very pleasant weather until midnight of October 3d, when a gale struck us off the pitch of the Cape of Good Hope. It might rather have been termed a squall, for it lasted but a little while. Our cross jack yard was carried away broken into three pieces. This was the only damage sustained.

Two days before this (October 1st) we spoke the American whale ship Sally Anne, from New Bedford in eighty-five days, cruising for whales. We parted at dark, and the next morning she was way astern.

We doubled the Cape of Good Hope on the 4th inst., with pleasant weather. On the 5th the cry of "Breakers ahead!" was heard from the topsail yard, but it proved to be nothing but the reflection of a cloud upon the water. Near the longitude we were in, discolored water has from time to time been seen by different vessels, and in consequence of the French brig Telemaque being the first to have discovered it, the spot off the pitch of the Cape is called the Telemaque Shoals. This circumstance happened in the year 1786, and the captain and passengers were of opinion that they had passed over a coral bank of considerable extent, having apparently not more than two fathoms on some parts of it. The danger was supposed so imminent that they did not sound, but kept away. This spot they made in Lat. 38, 50 S. Long. 22, 2 E. (from London).

Since that date, several vessels have seen discolored water near the spot mentioned above, and to all appearances it extended as far as the eye could reach. In 1796, 1807 and 1816, one English and two American ships saw the same appearance, and soundings of 90 to 40 fathoms were *said* to have been taken.

It is satisfactory to navigators to know that the supposed danger of the Telemaque shoal no longer exists; for although said to have

been seen by the above ships yet H. M. S. Heron surveyed the spot carefully and published an account of it.

The sea at times presents curious appearances in these latitudes; as in the case of the Constitution, the clouds, for instance, will reflect the rays of the sun at certain angles and cause an appearance of breakers; again, the great quantity of animalculæ abounding in certain seas may have caused the alarm, and vessels have been known to pass over dead bodies of whales, etc., and magnified the circumstance into a large shoal, with soundings, etc., etc. Probably the Telemaque shoal is of one of the above origins, for the fact of its non-existence is settled in the minds of navigators.

Nothing of interest happened after we passed the Cape of Good Hope, until we sighted the island of Madagascar, on the morning of October 15th, 1844. Our course had been for Port Crocker, as it was desired to make the land below St. Augustine's Bay. Accordingly at ten on the morning of the 15th we made the shore about half way between Port Crocker and St. Augustine's Bay. We then kept along the shore, being about four or five miles off until Sandy Island was in sight. We then kept off from a quarter to three quarters of a point east, and rounded Sandy Island at about a mile distant. The land all along shore presented a barren aspect, and any one who has seen either Cape Henry or Sandy Hook, can judge of the appearance of the coast. Sandy Island, which lies about two and a half miles from the mainland, is near the mouth of St. Augustine's Bay, and is about two miles long, and a half to three-quarters wide, with sand and a few trees. There is no cultivation upon this island. Round it a reef of coral extends, to the distance of a mile, and we passed this reef about a mile distant. Between St. Augustine and Sandy Island there is a channel with from eight to eleven fathoms water, and the passage through it is about half a mile wide. Horsburgh's directions for entering this harbor (St. Augustine) are correct, and were followed by Captain Percival. Though this channel is both wide and deep enough for large ships to enter, yet, for various reasons, such as strong currents, etc., it is advisable to go in on the outside of Sandy Island. The reefs and breakers in St. Augustine's Bay are easily discovered. At half past five P. M. on the 15th of October we anchored in the entrance of St. Augustine's Bay, about two miles from Sandy Island, in seven fathoms water. While coming up the coast no sounding had been obtained with twenty-five fathoms line.

## ST. AUGUSTINE, MADAGASCAR.

On the morning of the 16th boats were sent up the bay to take bearings of the anchoring place, and Horsburgh's directions were found to be correct. At 10:30 A. M. we got under way, and at 1 P. M. anchored where one of the boats had been left.

Canoes put off from the shore, and we soon had the pleasure of shaking some Malagasy by the hand. Prince Green, who owns Tent Rock; John Green, his purser; John Stouts, his toady, and other hangers-on came on board; also Captain Amber, Captain Martin, and others. Prince Green, who appeared to be the greatest man among them, was dressed in a faded pair of tight white pants, an old "pepper and salt" colored coat, given him by an officer of the Concord, and a navy cap with an old faded gold band. He was a man about fifty years of age.

John Green, his purser, as he styled himself, was dressed in the most original manner possible. An old tattered navy waistcoat, one epaulet, a sailor's hat, and pieces of cotton composed his wardrobe. To crown the whole he had an American eagle (brass) fastened onto his vest behind. He had only one eye, and on the whole was the most original looking officer I have ever seen. Most of the other men had nothing but strips of cotton crossing from the shoulder to the hips and fastened round their loins. They soon found their way into the steerage amongst the reefers, and quickly made a good use of the clothes given them. One fellow had a shirt given him, and a pair of drawers, which set tight to his legs, and, with the aid of an old straw hat, was soon transformed into an apology of a well dressed man. With this (certainly to him, at least) finery he was walking the quarter-deck, as proud as any Turkish Bashaw with three tails. Another fellow was honored with the crown of Neptune (used in crossing the line).

Nearly all brought letters of recommendation from different whale ships, which were not very favorable to their honesty. One of them brought a letter signed by "Sam Slick," stating the bearer to be a rascal and not trustworthy. Not being able to read, he had been gulled into taking it, and it would have done a person's heart good to see the look of approbation with which he received the letter again and carefully stowed it away, presuming, I suppose, that it bore testimony to his honesty, etc.

I went on shore several times and was not much pleased with the visits. The people are beggars and robbers, and I was eased of my 'kerchief in a very short time. Dollars, buttons, beads, cloth, etc., etc.,

are the articles of trade for which the natives give vegetables, fish, spears, etc. No cultivation is seen on this part of the island. The people live in bamboo huts not higher than themselves, and have to crawl in through a door, upon all fours. They appear to resemble pigsties more than the habitations of human beings. Tamarinds grow wild near the Dartmouth River, where we obtained our water, and of these we picked a great quantity to take to sea. They make a very palatable drink, which resembles lemonade. There is nothing in St. Augustine to interest one but observing savage life; the natives are treacherous, and it would be dangerous to stay over night amongst them. Two months in the year, viz., January and February, the sickly season prevails. The chief articles of export from St. Augustine are moss, used for dyeing, and dollars, which the natives receive from ships. Not much can be said of this harbor. The water is bad, or rather thick and muddy, and the wood is not the best; these objections, together with the desire of the natives to pilfer, render St. Augustine's Bay only a resort for whalers. We shall not regret our departure from this sink of knavery. One thing we learned was that the savages are far worse off now than before the white man introduced civilization amongst them.

On the morning of October 20 we left St. Augustine Bay for Mozambique, an old Portuguese settlement on the coast of Africa. At the entrance of the bay we boarded H. B. M. brig Sapho, from a cruise, bound in for water; exchanged civilities and stood on our way to sea.

We had a pleasant passage over to the east coast of Africa, and on the morning of the 25th came in sight of land on the lee, and afterwards on the weather bow. Soon we had the pleasure of viewing the Mozambique shore. It appeared similar to the shore of Madagascar, with the exception that the former bore more evidence of fertility than the latter.

After beating about the coast all the afternoon and evening we anchored at 7.30 P. M. outside the port of Mozambique and about half a mile from the island of St. Iago.

On the morning of the 26th we kedged in nearer the city and almost between the two islands, St. George and St. Iago. We were about five miles from the island of Mozambique. The land breezes in the morning prevented our getting up to the port, and the depth of the water between St. Iago and St. George is not sufficient to admit with ease a vessel of great draft of water like the Constitution. The usual channel is outside of St. George. In the morning two officers came on board, and shortly after left with a note to the Governor.

In the afternoon they returned with a pilot and a letter from His Excellency Brigadier General R. L. d'Abun d'Luria, Governor General of Mozambique.

#### MOZAMBIQUE.

On the morning of the 27th Captain Percival and myself went to the city and called upon the Governor. The general received the captain with great courtesy and expressed great desire to have the frigate nearer the city. He explained the views of the Portuguese Government towards that of the United States of America and evinced much interest in the commercial transactions of our country. It appears that whalers frequently send in boats for wood and water, but rarely visit the port. A steady and lucrative trade is carried on between Salem and New York and Mozambique. The brig Richmond, from New York, and the brig Emmerton (I think), from Salem, are the only two vessels regularly trading. The exports are ivory, gums, copal, etc., for which they receive cotton, etc., in exchange. It being made manifest to the captain that our commerce was not suffering at this port he took leave of the Governor. At 2 p. m. we weighed anchor and stood out to sea for the coast of Madagascar.

I was much pleased with my visit to the city of Mozambique; not for the beauty of its buildings, but for the spectacle it presented of former Portuguese grandeur. Portugal, at the time of its first taking possession of this island, must have been an enterprising nation. The fort (a part of which only is occupied) is capable of mounting 300 guns, and commands the harbor and coast of Africa. It was built in the year 1511. The Governor's house was built by the Jesuits, and is the handsomest in the place. Near it stands an old convent in a state of decay, and, in fact, all the buildings seem to be so, though most are inhabited. The city contains about 200 whites, 1,500 negroes, and a few Arabs, who may be seen walking the streets dressed in their native costume, apparently regardless of the wonder bestowed upon them.

What could have induced the Portuguese to make a settlement in this sickly climate I cannot conceive, unless it was the idea that they had discovered the "Philosopher's Stone" on the coast of Africa, and wanted a commanding post to overlook the scene of action. Immense quantities of slaves are said to be exported annually to Brazil from this island. The negroes are brought from the interior of Africa and sold by their own countrymen to the traders in this inhuman traffic. But the resources that Mozambique was said to possess are fast dwindling away. Its port is hard of entrance. Trade which was for-

merly confined to this island has been extended along the coast from the Cape of Good Hope to the equator, and slavery particularly, one of its greatest sources of revenue, has met the disapprobation of the European powers. These causes, combined together with the port affording no fresh provisions, etc., are continually operating to render Mozambique of less importance as a city than other places along the coast. The enterprise of the Portuguese Government has flagged, and Mozambique now can only present a vivid picture of what we must suppose to have once been a powerful and well fortified port, capable of maintaining itself from aggression by land or sea. But, alas for poor Portugal, the days of its prosperity are over, and that success no longer awaits it which made it the first of nations in the time of Vasco di Gama.

On the night of the 28th of October, 1844, while in the Mozambique Channel, on our passage from Mozambique to Bembatooka, we had the pleasure of seeing a beautiful meteor. It was about half past nine o'clock in the evening. The sky was clear, but the horizon rather misty. The moon was at its full. The meteor presented the appearance of a large blue light, tinged with red. It was first observed nearly above the ship, and descended, until near the edge of the horizon it disappeared. I have seen what are called shooting stars, but this meteor did not resemble them either in shape or color. It did not appear to be very far from us, for while on the descent it lighted up the whole rigging of the ship.

On the 31st of October we saw land, and anchored at 8 o'clock in the evening until 4 o'clock the next morning. November 1st, in the afternoon, we anchored in Majunga Bay, Madagascar.

Immediately afterwards a boat put off from the shore, and we received three officers of the Queen, who brought the Governor's respects, etc.

#### MAJUNGA.

Majunga is situated on the northwest coast of Madagascar, and is one of the principal seaports. The Queen of the island has erected a fort on the hill in the centre of the town, and a garrison of native soldiers is placed in it. The town is mostly occupied by Malagash and Arabs, and is the most civilized place we have yet seen on the coast. The trade of Majunga is in hides, horns, etc., for which is exchanged clothes and fancy articles. Several American vessels from Salem, Mass., regularly take cargoes from here, and an agent for the owner (David Pingree) resides in the town at present. The town of Bembatooka lies farther up the bay, and is not of so much importance as

Majunga. Formerly, in King Radama's time a considerable trade was carried on with both places, principally in hides and jerked beef, but Majunga, being nearer the sea, has taken the greatest part. Bembaatooka Bay takes in the whole from the sea side to the mouth of the rivers, and is very beautiful and large, but the depth of water is not sufficient for a vessel drawing more than twenty-four feet. Our anchorage off the town was in five fathoms.

The people that we have seen are far more civilized and educated than those in the southern part of the island, and pay more attention to their dress. A regular currency is established here of small pieces of silver cut with the chisel from dollars; these represent one-quarter, one-eighth, etc., as the size indicates. If one were to purchase an article for fifty cents, and he had a dollar to pay for it, the only resource is the chisel, and both buyer and seller are possessed of *real* halves. A considerable trade is carried on with the Bombay merchants or Hindoos, a party of whom we saw. They had remained a year at Majunga, and should return to the East. Sometimes they ascend the river to Tananarivo, the capital of the island, and then dispose of their goods. The American trade carried on here is lucrative and amply rewards the adventurous Yankees engaged in it. The American character is much more respected here than at St. Augustine's Bay, and the arrival of an American ship is hailed with pleasure.

On the morning of the 2d we saluted the Queen of Madagascar with a salute of nine guns, with a white flag at the fore. This salute was returned from the fort on shore with an equal number. The Malagash flag appeared to be of this appearance.

On the morning of the 5th we left Majunga Bay for the island of Nos Bey, at the mouth of Passandava Bay, about 170 miles north of Majunga. During our stay at Majunga we had many opportunities of judging of the civilization of the place. The fort on the high hill in the center of the town has a battery of nine-pounders and a garrison of native soldiers. The extent of the fort is very large, and its interior is laid out into streets, which contain huts, where the soldiers reside. The officers have uniforms, but they are as various in color as the hues of the rainbow; some had English, others American and French. No trade of any consequence is carried on with the English and French. The American market supplies the inhabitants with cottons, and I saw quite a quantity of A. & A. Lawrence & Co.'s goods piled up in a storehouse to be exchanged for hides. The Governor always receives ten per cent. on goods imported by the American agent and also ten per cent. on the value of the hides exported. The mode of trading is to give so many yards of cloth for a hide, and as

the natives do not know the value of the cottons the trade has become profitable. The trade is in the hands of Salem merchants, and when it will be noticed that a passage from the northwest coast of America cannot be performed in less than five months, while from Majunga three months is allowed for an ordinary voyage, the advantage and profits that must ensue from our intercourse with Madagascar will strike every one. I was told by the agent for David Pingree, Esq., of Salem, that American cottons were the only ones imported into Majunga. They are preferred by the natives on account of their cheapness and better quality. Different authors disagree about the month of the year when the fevers commence in this part of the island. A Mr. Abrahams, a Bombay merchant, and a person of general information, informed us that the healthy season was setting in, while Ellis, Owens and others would lead one to suppose that the sickly season was commencing. The month of November in Majunga answers to the beginning of spring in America, for here they are just preparing to plant, only waiting for the rains to set in to moisten the earth. The former gentleman accounts for sickness in Majunga by the following reasons: That the land breezes are prevalent prior to the spring of the year; these bring with them the exhalations from the lowlands, and a malaria springs up which proves fatal to the health of the natives, and he said that shortly before our arrival there had been weeks when no sea breeze had been felt. During a period of fifteen years that he had resided in Majunga he had been sick only once, and then only for a short time; he applied the old-fashioned but certain remedy of an emetic.

While we were at anchor in Majunga Bay, the regular land and sea breezes set in; the former commencing at about 4 o'clock in the morning and lasting until 10 o'clock in the forenoon, and the latter the remainder of the day and night. We observed every evening a great deal of lightning, but little thunder. A heavy shower of rain fell on the night of the 3d, but lasted only for a short time. I think I never heard the rain come down with so much force in my life. It seemed to *pour* rather than to fall in *drops*.

I come now to the most interesting circumstance of my visit to this town of Madagascar. I was shown an awful evidence that the crimes of robbery, arson, etc., are most severely punished. It appears that three natives had burned and robbed the storehouse of Mr. Vincent Marks, the agent for the American merchants. They were discovered, and were condemned to the flames, their heads to be stuck upon poles on the beach as a warning to others who might feel disposed to appropriate their neighbors' goods to their own use. One of

these skulls was yet to be seen on a pole, while the other two had fallen to the ground. It had remained up for six months; the hair was yet visible, and a part of the inside of the skull. The teeth were all sound, and the most perfect sets I have ever beheld. The scalp had not decayed, and the lower jaw was hanging by a portion of it. The two other skulls were smuggled aboard ship by some "reefers," and will probably adorn their studios at the termination of the cruise. On the whole we experienced much pleasure from our visit to Majunga.

On the evening of the 6th of November we made the land a little south of Passandava Bay, and it remained in sight until next morning.

#### NOS BEY.

On the afternoon of the 7th we anchored off the above island, near the town of Passandava. This island lies at the mouth of Passandava Bay. It is about twelve miles in length by four or five in breadth, and is of volcanic origin. The Constitution claims the merit of being the first American man-of-war that has ever visited Nos Bey. It is in possession of the French Government, who have erected a fortress upon it and stocked it with soldiers from the Isle de Bourbon. The isles of Mayotta, St. Mary's and Nos Bey are under the same administration. The latter island is by far the prettiest place we have visited since leaving Rio Janeiro, not so much for the beauty of its internal arrangements, but for the fertility of the soil and the appearance it presents while entering Passandava Bay. It bears a strong resemblance to the Western Islands, and differs from them only in its want of civilization. In fact, the surrounding islands of Nos Cuba, the "nine pins," etc., which lie in the bay, are fully as beautiful as any of the Canary Islands. Nos Bey was formerly in possession of the Sakalava tribe, but about five years since the French bought it; ever since that period great exertions have been made to civilize the natives, but I should judge that they were not successful. Many Arabs reside on the island, who have formed a village of their own a short distance from the main settlement. They trade with Zanzibar by means of dows, which are small vessels about the size of a coasting sloop. Many Bombay merchants live here who trade between Joanna, Bombay and Zanzibar, and the island will ultimately become of some importance. There are 15,000 people, most of whom are Sakalavas. In this island the French, as in all their foreign possessions, exercise a despotic sway, and by this means have gained the hatred of the natives. The object of France is to obtain possession of Madagascar, and, with the islands of Mayotta and Nos Bey on the west

of it and St. Mary's on the east, all of which can be well fortified, its chance of success is great. We had heard a great deal said of the fine opportunity for obtaining refreshments at Nos Bey, but unfortunately we have found the rumors false. The water is excellent and easy of obtaining, as vessels can lie within two cables' length of the beach. Springs of pure water are found in great abundance along the shore. Potatoes, yams and other vegetables necessary for a ship's crew are scarce, but whether withheld by the French or not I cannot say. Many American whalers stop at Nos Bey to refresh, but we have no regular traders. Rice is, in fact, the only article of export, and the French have entire control of the market. It is shipped to Bourbon in exchange for light wines and fancy articles.

On the morning of the 12th of November we weighed anchor and stood out to sea with the land breeze, our course being for Zanzibar.

#### REMARKS UPON MADAGASCAR.

In the United States little is known of the above vast and fertile island, and it is only a few years past that the Government has turned its attention to it as a source of commerce. The French and English have known it for years, and the best accounts show that Malays and Arabs had knowledge of it from time immemorial. In the year 1506 it was discovered by the navigator, Lawrence Almeyda, and it received the name of the Isle St. Lawrence. The Portuguese Government (I think) shortly afterwards sent a person to survey its interior, and the celebrated voyager, Tristan d'Acunha, to sail around it, and to observe its headlands, capes, etc. This large island, according to several authors, is the Cerne of Pliny. Its length is about 840 miles and it runs from the north northeast to south southwest. Its proximity to the coast of Africa and its extreme fertility have made it an object of desire, and several European powers have striven to conquer it by extending civilization and Christianity amongst the natives, but without success. In the days of Radama, called by some the Napoleon of Madagascar, the English obtained great ascendancy, but at his death were expeled from the island. They had established schools, churches, etc., at the capital, Tananarivo, and received the protection of his majesty. Workshops were also introduced; artisans sent out from England arrived, and numbers of the native youths instructed in the different trades. Everything flourished, and many of the inhabitants were baptized in the Christian faith. Radama had evinced great wisdom and a profound respect for the talents displayed by the English. He had brought under subjection nearly all of the different

tribes and was exerting himself greatly in striving to induce his people to use those powers and capabilities which he knew they possessed. His untimely death, however, in the midst of his undertakings, in the year 1826 (I think), put a stop to the designs of the English. A party was formed against them, and they were expelled by Radama's Queen from the island. Much civilization, however, had been introduced by the missionaries, which still exists at the capital. Severe laws were made against the Christians, and many natives returned again to the worship of their own gods. One of the secretaries to the Governor of Majunga, who spoke very good English, told me he was a Christian, and had been taught by the missionaries at Tananarivo. All of his worship was done in secret, and he was actually in fear of his life. He said his brother at the capital, also a Christian, had some time previous to our arrival been discovered praying in his room. He was taken, tried for the *offence*, convicted, and sentenced to be torn in pieces. This dreadful sentence was executed. No attempts have been made since the failure of that expedition to introduce civilization in Madagascar. Within the last five years, however, the French Government have obtained possession of the islands of St. Mary's and Nos Bey, and fortified them. It is evident that France is trying all in its power to colonize the island of Madagascar. Several Frenchmen reside at the capital, and it is said have an influence upon the actions of the Queen. Whether these men were sent by the Government is not known, but one thing is certain, that the French are gradually usurping the position held by the English in the time of Radama.

Much of the interior of Madagascar remains unexplored, but that part of which we have knowledge leads to the belief that this island will ultimately become of vast importance. It is rich in various kinds of gums and dye woods; besides, it is one of the best rice growing countries in the world. Great quantities of hides are exported to the United States. The inhabitants are Pagans and Mahometans; the latter are generally found on the coast. Their complexions differ. Many are nearly white, probably descended from Arabs and Christians, while others have the features and other marks of the negro race. At Majunga and Nos Bey the people are Arabs and Sakalavas. At St. Augustine Bay we saw none but Sakalavas; this tribe is the most ferocious and cruel of any on the island, and the Queen has in vain since the death of Radama endeavored to subdue them. Their complexion is darker, their features more regular, than the Hovas. The latter tribe do not wear the hair plaited, while the Sakalavas do. Bembatooka and Majunga are under the dominion of the Queen. I

should have mentioned that the Sakalavas at Majunga are slaves, the Hovas being the original people.

Since the days of Rochon, who published his "Voyage to Madagascar" in the year 17—, and who visited the country around the coast, and therefore left a wide field for conjecture, no accurate account has been given of Madagascar, except by the English.

Ellis, a missionary, who resided at the capital during the reign of Radama, and frequently made excursions into the interior, published a "History of Madagascar," which for the customs and manners of the people may be considered as true and authentic. But the Abbé Rochon has been considered the best writer, though he did not go into detail, never having had the opportunity of the English missionaries. Having myself read the two accounts, I come to the conclusion that Rochon was the pioneer, by whose assistance Ellis formed the groundwork of his history. Rochon in his work advised all nations to interest themselves in cultivating a friendly intercourse with Madagascar, while Ellis looked upon the island as the exclusive property of the English.

Various ports on the coast have been the resorts of pirates, and it is said that the famous Captain Kidd had possession of the island of St. Mary's, and that he frequently rendezvoused at St. Augustine Bay.

After a very pleasant and exceedingly short passage of six days from the island of Nos Bey, we arrived at Zanzibar on the 18th of November. We arrived off the island on the afternoon previous, and anchored off Point Tombat, and sent a letter by a dhow to our consul, Mr. Waters, asking for a pilot. The next morning early we got under way and stood up for the city.

#### ZANZIBAR.

The island of Zanzibar is about twenty-five miles from the coast of Africa, and is about forty miles in length and ten in breadth. The eastern side is formed of coral, and reefs extend out from it at least half a mile from shore, while the western side is fertile, with a beautiful sandy beach.

The appearance of the island is low and level. As we passed down towards the city immense groves of cocoanut trees met our sight; also another kind of tree which appeared to be under cultivation. This we afterwards ascertained to be the clove tree, from which the Sultan derives an annual revenue of \$100,000. The harbor of Zanzibar is extremely beautiful and large; notwithstanding we had been led to apprehend considerable danger in navigating this bay, none was found, and only that diligence was required which would be expected in the

commander of so large a ship entering a strange harbor. Thus far on the coasts of Madagascar and Africa the surveys of Captain Owens had been used, and they were found correct.

On the morning of the 19th we received visits from our vice-consul, W. C. Waters, Esq., of Salem, Mass.; one of his highness' officers, and the commanders of the French corvette Berceau and an English sixteen-gun brig.

His highness the Sultan sent a present of sheep, kids, fruit and vegetables, which was indeed very acceptable, and was an expression of the liberal feelings entertained by the donor.

This island, as well as nearly all of those north of it, is in possession of the Imaum of Muscat, who at present resides here. He is represented as being a person of much information and character.

On the 20th a party of the officers accepted an invitation to dine with the Sultan. Accordingly at the appointed time we went to the palace, and were received at the gate by the Sultan himself, accompanied by his sons and grandsons. He appeared to be about sixty years of age. His beard, which descended half way down his breast, was gray, and altogether he would be called a fine looking man. His dress was very plain, but neat, and differed little from those of the chiefs around him. He shook hands with each of the officers, and seemed pleased with the visit made to him. He then led the way into the dining room, and after our consul, Mr. Waters, had spoken a few words of congratulation to him, through the interpreter, we sat down to the feast. Our host did not eat with us, nor sit at the same table, but, with his principal officers, occupied a settee. We were waited upon by the eunuchs and other officers of his household. To attempt a description of the viands is almost useless, as the contents of no two plates were alike, and it would be an endless job. What attracted the most attention was the originality of the arrangements. Plates were piled upon plates, and the table was literally groaning with the weight of the viands. Three goats roasted whole and two sheep curried whole formed the principal items. About twelve of us were present, and there must have been rice enough for our ship's company. It was useless to count the chickens and other fowls. All kinds of fruits and pastry filled up the crevices. But the richest treat to me was the sherbet. It is made of rose water and honey, and is a most delicious drink, but when much used leaves a sickening taste in the mouth. It was as clear as the best spring water, and each person had a decanter before him. (The interpreter called it "Mohammedan grog," and I thought it a great pity that the "Christian grog" was not as harmless.) After dining and shaking hands again with his highness we

left and walked through his grounds. Immense groves of cocoanut trees are seen everywhere in the neighborhood of the palace, and the clove likewise. Never having seen either of these two useful articles growing, I was much pleased with the walk. Pineapples are also frequently met with.

The next day we moved our anchoring place nearer the city. Captain Percival made an official call upon the Sultan and was very kindly received. His highness evidently has a partiality for the Americans, owing probably in part to their unostentatious manners, and more to the fact of their not fortifying the islands in the Mozambique Channel, as the French and other nations have done.

At Zanzibar we found several Americans, agents for the Salem merchants, who carry on a lucrative trade in ivory and gum copal. Our vice-consul, Mr. William C. Waters, and Captain John F. Webb did everything in their power to render our stay as pleasant as possible. It would indeed be a gratifying circumstance could we find in every port we stop at so many friends as at Zanzibar.

On the afternoon of the 26th of November we left for the coast of Sumatra, and at sunset were obliged to anchor off the small island of Choomby, about seven miles from the city. The next morning early we weighed our kedge and stood out to sea.

#### REMARKS.

Zanzibar is the most civilized place we have visited since leaving Rio Janeiro. Its inhabitants are mostly Arabs, though we find great numbers of India men, Banians, Negroes, etc., who are called the floating population. The trade is carried on almost exclusively by the Banians, many of whom are the wealthiest people in the place, and have dows running from Bombay and Mozambique. The streets are very narrow and dirty, though the shops are generally kept clean. The town from the harbor presents quite an interesting appearance, as many of the old forts built by the Portuguese are still in existence. The houses are those occupied by the higher classes of Arabs and foreigners, and are mostly of stone, while the slaves and poorer inhabitants live in huts. Many of the houses, particularly those built by the Portuguese and Arabs, have much carved work about them, and are evidently the relics of a period when the arts were more cultivated than at present. One of the most interesting sights is to observe the people of the different nations represented in Zanzibar. The Arab, as owner of the soil, has not that supplicating look and downcast eye that we see in the traders at Nos Beh, but he walks

proud and erect; his turban has an extra fold in it, and he has that ornament of the real Arab, the cimeter. Next comes the Banian, with his white robe and large red turban, creeping and crawling along, his eyes now and then glancing fiercely, but not a muscle of his face moving, to tell the inward workings of his mind. He takes notice of no one and appears brooding over the downfall of his race. Yet, notwithstanding the piercing eye and I might almost say wicked expression of countenance, the Banian will harm nothing, not even a fly. His religion teaches him to spare the humblest of God's creatures, and not one mouthful of flesh has ever passed his lips. How many Christians might follow the Banian's precept of kindness to his fellow creatures, or even think of our Saviour's words, "Not a sparrow falleth to the ground without our Heavenly Father knoweth it."

The next person of interest is the Hindoo, or India man, who is likewise a trader from Bombay. This personage is just the reverse of the Banian in looks, actions and dress. He is distinguished by the white turban and slippers. He has also more of the supplication in his manner, and is generally considered among the Arabs what the Jew is among Christians. When he enters your dwelling he takes the lowest place, endeavoring to get as far from the gaze of men as possible, in this respect differing from the Arab, who thinks he is doing you an honor to sit with you.

But the person who attracts the attention of almost every one for his mild and interesting features is the Parsee, or fire-worshipper of India. I met one who was the personification of manly beauty. Without the fawning and cringing manners of the Hindoos, the Parsee possesses qualifications nearly allying him to the Christians. His life is abstemious, his manners plain and unostentatious. He does not intrude his presence upon strangers without being invited, and he is looked upon as being more entitled to confidence than any of the other natives of India. You will know him by his long robe and tall cap; in fact, he is the only one (so it is said) of the many different races who visit Zanzibar that wears the latter article of dress. His person has a certain neatness attached to it that would immediately attract the notice of even a careless man.

The negro here, as in all other slave marts, is a miserable and unfortunate being. No one pities him, and no one feels for him, excepting strangers, who have not the means of assisting him. A tear must be dropped by every one who will reflect upon the degraded condition of his fellow being and think what a curse was inflicted upon the world by slavery. Such are the people of Zanzibar now, and such they were at the time of its settlement by Europeans.

Zanzibar is undoubtedly the most profitable of the possessions of the Sultan of Muscat. It has the most foreign trade of any place on the east coast of Africa, three-fourths of which is in the hands of American merchants. When the exports of ivory and copal shall have ceased two other articles remain, namely, cloves and sugar. The former was introduced about sixteen years ago by the present Imaum, and he now receives \$100,000 annually from the sale of that article. The sugar-cane grows abundantly in Zanzibar, and of a superior quality, and the two articles mentioned must eventually become a source of great wealth to the Sultan. The Imaum is a strict Mussulman, having his four wives and a large array of "lesser stars" to the number of seventy. He is a firm follower of the laws of the Koran, one of which is "blood for blood." An American residing at Zanzibar related the following fact: "A short time before the arrival of the Constitution an Arab of some distinction had been murdered on the beach. His murderer was discovered and taken before the Sultan for trial. There th brother of the deceased person claimed the murderer, as he wished to kill him with his own hand, in the same manner as his brother had died. He cited the Koran as his authority, and the Sultan decreed the prisoner to him to execute. The family of the prisoner endeavored to buy him off and offered \$200 for his release. A person with the above sum in Zanzibar is considered rich, but this was no inducement to the brother, who would have died rather than forego his revenge. The captive was then taken to the beach, where the murdered man was found, and stretched upon his back, his arms and feet being held by some friends of the deceased Arab. He was stabbed by the vindictive brother three times in the heart, and his body given to his friends."

The Imaum's power over his subjects was evinced in a little fact which occurred during our stay. He had sent his officer one morning to buy fruit in the market for a present to the officers of our ship. Upon getting to market he found the best had been sold, and a poor, unlucky Arab was standing by who had just purchased it. Our friend stepped up to him, seized the fruit, and bade him begone about his business. But an Arab will not quietly bear an insult, and he endeavored to recover his lost property. "It is for the American," said our friend, "and his highness has ordered me to procure the best in the market." The disappointed Arab slunk away, while our friend walked out of the market with his spoils, upon which, thanks to his highness, we were shortly regaling.

**"LATHAM'S ISLAND."**

On the morning of the 28th of November, we came within sight of the above island, and anchored at 10 A. M. within two miles of it. A boat was sent ashore for the purpose of ascertaining if guano could be obtained. From the ship, with a glass, millions of birds could be seen, some flying and some at rest, evidently not pleased, however, with their visitors. The boat returned bearing several bags of guano and a few strange birds, some of whom resembled the eider duck. Those who went in the boat described the island as entirely covered with guano to the depth of a foot or more. It is about a quarter of a mile in length and is rocky at the eastern side, and sandy at the west. Its foundation is coral. The birds did not relish the intruders, and several of the men were wounded in the hand by them. They appeared crazy when a gun was fired, and evidently had not been visited for years. None, however, were shot, as it was easy to catch them with the hand. This island is in Lat. 6.54 S., Long. 39.59 E. It is thirty-six miles from Zanzibar and forty-four from Monfea Isle. It was discovered in the year 1758 by the East India Company ship Latham, and is only ten feet above the level of the sea. In the present state of things a fortune might be made from it by taking the guano for agricultural purposes. At twelve we weighed the kedge and kept on our course.

*December 6.—Lat. 8° .06' S. Long. 47° .27' E.* We are now about ten days from Zanzibar. The weather is beautiful, and I am sitting at the cabin port, writing letters home to my friends. The thermometer is 82° in the shade and I suppose in Boston 20° below 0. To-day may be considered one of the pleasantest we have passed, and "Old Ironsides" moves along with good speed as usual. If old Mr. Humphries were to see her now he would hardly know her. She is painted lead color, with a bright red streak, and "Old Andrew" at the prow is in fancy colors. Altogether, I think "Old Ironsides" and Joseph's coat would have been two great curiosities. The following sketch of a day will give some idea of the usual routine, on board of a man-of-war. At daylight the spar and gun decks are scrubbed and washed and dry at 7 o'clock. At that time all the hammocks are stowed and hammock clothes drawn neatly over. At 8 the boys are mustered and examined by the first lieutenant, and when punishment is to be administered, all hands are called to witness it. After this painful operation is over, all hands go to breakfast, and at 9 o'clock the decks are again cleaned up for quarters. At that time the drum and fife give notice that each one must be at his station. Some par-

ticular division is then ordered to exercise at the great guns; the drum and fife then play the retreat and the other divisions disperse; about once in a week or two, general quarters take place, when all the guns are exercised at once, and all the evolutions are performed that are used upon a ship's going into action. Boarders are called to board, and then to repel boarders. The pikemen really "stick at nothing" over the waist of the ship, and cutlasses are used alarmingly; and the imaginary enemies are driven away, and all return to their stations. After performing other feats of valor, the guns are secured, the pikes, cutlasses, etc., are put in their places and thus ends a general quarters on board a man-of-war.

At ten the carpenters are at work on the larboard side of the gun-deck, and the armorer in the waist. In fact all are doing something. The watch below are mending clothes, making hats, etc., while the marines are scouring up the small arms to give them a good appearance at the cabin door. In this manner, the forenoon passes off. The idlers are reading, and the gun-deck is quite a library. At 12 M. an observation is taken by the master and midshipmen. The latitude is reported to the captain, and the ship's company then get their dinner. The master having ascertained the longitude by chronometer marks the course upon the chart, and at one the decks are again cleared up. At two and three o'clock the officers dine and the afternoon passes off with reading, working, etc., until four o'clock. At six the crew are then inspected at quarters and the work for the day may be said to be completed.

In the evening the officers write, read and play chess and backgammon, while the sailors are spinning long yarns, dancing, singing, etc. Time in this way at sea passes off quickly and the monotony of the "doldrums" or calms is enlivened by the capture of a shark or a dolphin. Sunday, however, is one of the most interesting days at sea. All work is suspended, and the decks have an extra scrub and the brass railings an extra polish. If it happens to be the first of the month, the "articles of war" are read by the captain, in a clear and impressive manner, while the sailors surround the capstan. Afterwards divine service is performed, the crew mustered and the day passes off quietly, a day of rest.

*December 18.*—Within a few days past the officers of the different divisions have been engaged in finding out as near as possible the proportion the foreigners bear on board ship to the native born Americans, and the result is as follows: 200 Americans, 8 Canadians, 1 West Indian, 35 English, 34 Irish, 12 Scotch, 6 French, 16 Germans, 11 Dutch, 4 Hamburg, 1 Bremen, 2 Prussians, 4 Russians, 3 Norwegians, 14

Swedes, 6 Danes, 5 Welsh, 1 Mahonese, 2 Portugal, 2 Italian, 1 Australian, 1 Peruvian, 1 Swiss, 5 Chinese; making 175 foreigners. This result does not include the officers or marines. Allowing 32 officers and 20 marines, for Americans, and 20 marines for foreigners, the result would then be 252 Americans, 195 foreigners, being ten less than the actual number of persons on board. We have now been 120 days within the tropics, and over 60 upon the African and Madagascar coasts, and during this time have not lost a man. The greatest number upon the list has been 43, and no dangerous cases. Fevers and diarrhoea predominate, but are the effects of imprudence, such as sleeping upon wet decks, eating large quantities of fruit, partly unripe. I do not think another case could be found where a ship of the size of the Constitution, with 457 souls on board, has cruised so long and in such climates, with the above happy result. There is certainly no village in the most healthy parts of the world containing the same number of individuals as this ship, where a death has not occurred in the space of seven months.

*December 19.*—We had been told in Zanzibar, and also ascertained from books, that after passing the northern extreme of Madagascar we should find a fair, or westerly wind to Sumatra. After beating about the north of Madagascar for some days until December 10, we experienced the northwest monsoon, being in Lat. 7° S., Long. 49° E. It is a curious fact that this monsoon, by some called the "line," and by others the "little" monsoon, extends from the equator to 10 or 12° S., while from the equator north, clear into the Bay of Bengal, the northeast monsoon prevails at the same time, viz.: from November to May. (It has been said, but I cannot vouch for the truth of the circumstance, that in some parts of the Indian Ocean a vessel may be going six or eight miles an hour and pass at a short distance another vessel becalmed, and far from land.) Some days past we have experienced, near the Chagos and Seychelle Archipelago, a current setting easterly of  $1\frac{3}{4}$  knots per hour, helping us on our course. One day we made by dead reckoning 198 miles, and found a current of 42 miles, making our course good 240 miles. A pretty good day's work.

Ever since leaving Rio Janeiro, the ship has been painted white or lead color with a red streak, in place of black with a white streak. This idea originated with the captain, and every one on board can bear testimony to its efficacy; the ship is cooler, both inside and out, and a degree of comfort pervades the gun and berth decks, very acceptable to the sick. During the hottest days the thermometer being upwards of 100° in the sun, it is almost impossible to bear one's hand upon the black hammock clothes, while the side of the ship is perfectly

cool. Again in the hottest weather when, in a ship painted black, the pitch will be issuing from the seams in the bends, we are troubled with no such complaint. It has always been a favorite idea, *theoretically*, that white would refract the rays of the sun to a greater degree than a black or dark color; *practically*, it has proved so in the case of this ship, and Captain Percival deserves the praise of *all concerned in real improvements* for successfully introducing the above plan. When such theories are put in practice by men like Dr. Franklin, they generally find champions, though in this instance the opposite is observed.

A fact is related of Dr. Franklin, something like the following: "That he placed in his garden three pieces of cloth over the snow, one being the color of black, the other blue, and the other white. After waiting a reasonable time he took them up and found the snow melted under the black cloth; that under the blue was partially so, while that under the white cloth was just as he left it."

In addition to this circumstance, it is a well known fact that the Swiss peasants are in the habit of placing black cloth all over the newly sown fields, for the purpose of getting early crops, for they know that the color attracts the sun and gives a growth to the seeds which otherwise they would not have.

#### OUR FIRST BURIAL AT SEA, DECEMBER 20, 1844.

On the morning of December 20, while on our passage from Zanzibar to Sumatra, a seaman by the name of Wester departed this life. He was found dead on the berth deck, near the sick bay, when he had been heard to moan. He had been upon the list only four days with a fever, and it is supposed by the surgeon that his lungs were decayed, as he was upon deck the day previous and was improving in his health.

This is our first death; and as death is not a welcome visitor on shore, his presence was severely felt in the Indian Ocean. A burial at any time is a solemn ceremony, and it was doubly so on board of our ship. We had been for so long a time spared, that we had almost cherished a hope the "ruthless destroyer" would have passed us by.

The ceremony of reading the burial service was performed by Lieutenant Paine, in an impressive manner, before the officers and crew, and the solemnity of the occasion gave rise to many serious thoughts. There is something particularly melancholy in the boatswain's cry of "All hands bury the dead." The gathering of the crew to the gangway desirous of paying the last respect to their de-

parted shipmate, and the sight of the body with the American Jack upon it, tend for a while at least to calm the spirit, and induce reflections which, but for the occasion, would not have been. When the splash of the body in the water was heard, a sensation was created in the bosom of every one—but I will not dwell upon the scene, as the effect of such a ceremony cannot be described.

*December 22.*—This afternoon Christian Fisher, an old bandsman and a German by birth, departed this life. Upon examination of the body, it was ascertained that he had suffered a great deal in former years, as his stomach was much decayed. He was buried towards evening. His son has attended him during his sickness most faithfully, and deserves the greatest praise. His conduct towards his father during his last illness has been noticed by all on board.

*December 23.*—Two days since the cabin (forward) was made into a hospital for the sick. Cots were hung up and four men brought in. They are here more comfortable and less crowded than in the sick bay or gun-deck. Captain Percival has shown towards the sick a kindly feeling, and a desire to make their condition as pleasant as possible, which would do any one a credit. On board ship very frequently the sick, from the nature of their situations, are excluded from receiving the attention necessary, particularly when the list is large. Therefore these little acts of kindness evinced by Captain Percival, such as giving up the forward cabin, etc., cheer the minds of the sick and make them more contented with their situations than they would otherwise be, and surely kindness and benevolence should receive the praise of all.

*December 25.*—This evening a comet is visible in the southwest, being nearly on the edge of the horizon.

*December 30.*—To-day John Peters (sea) died of dysentery, and was buried in the afternoon. He was a German, and like the two who died before him, was of intemperate habits.

#### NEW YEAR'S DAY, 1845.

This day at sunrise, the high land of Sumatra is seen, but we are headed off by light and head winds and there is no prospect of our anchoring in Soosoo harbor to-day.

*January 2.*—Sumatra is distinctly seen, and the land appears very high. In the afternoon, being about ten miles from shore, a proa came near us, but seeing that our ship was a fighting one, they endeavored to keep away. We hoisted the colors, and under them the white flag of peace; but they would not come on board. A blank

cartridge was then fired across the bows of the proa, which did not have the desired effect of bringing her to. A thirty-two pound shot was then thrown across her bows, when all her sails were lowered instantly. A boat was then sent to her, and brought off her captain and mate. They stopped on board all night, the proa being towed astern.

SUMATRA. "QUALLAH BATTOO."

On the 3rd of January, we anchored off the above celebrated town. We found an American ship, the Caroline Augusta of Salem, in this harbor. Captain Winn came on board and very kindly pointed us an excellent anchoring ground.

"Po Adam," the Malay who saved the lives of the captain and crew of the Friendship, also came on board. A description of him can be found in the "Voyage of the Potomac," written some ten years since. His appearance is not very prepossessing, and though he undoubtedly did the Americans much benefit, yet he is Malay all over. We have discovered him in several lies, and his word is not to be taken.

*January 4.*—The Rajah of the town, with his "tagrag and bobtail," called on the captain. Quite a party congregated in the cabin. The captain then explained to the Malays the object of his visit to the coast of Sumatra, giving them to understand that America had plenty of "big ships" to defend their commerce from the attacks of pirates. After much talk the chiefs said they wished for peace and to trade with the Americans. No dependence can be placed in their word. Our commerce in this part of the world, which is always increasing, requires the protection of our ships of war, particularly on this coast, where the Malays will cut off vessels and massacre the crews. I did not go ashore at Quallah Battoo, in consequence of my health, which had been suffering a few days previous to our arrival from an attack of diarrhoea. The captain also has been severely ill with the gout in his feet and right hand, and my presence was necessary on board.

*January 6.*—This morning early we weighed anchor and stood out to sea, having secured the services of Po Adam as pilot. Though it would not answer to trust him, yet his information about headlands, etc., would be well worth the amount paid him. In consequence of his connection with the Potomac affair, he has been robbed of all his money (\$20,000), his fort destroyed, and he is no longer considered a Rajah. It was therefore a charity to give him employment. Our Government should reward him in some way for his services, but like

all republican forms of government, there are plenty of people at home to secure the "loaves and fishes," who are attached to it, and therefore the poor Malay is not thought of.

Midshipman Lucius M. Mason, of Virginia, died this morning. His disease at first was dysentery, which at last terminated in an inflammation of the brain. He was much beloved by his messmates, and the shock produced by his death much affected them. His parents and friends have the satisfaction of knowing that everything was done for him in his last moments that could be and that his sufferings were much alleviated by the attentions and efforts of every one. During the time of his sickness his messmates watched with him, and exerted themselves with a zeal worthy of them.

Mr. Mason in his intercourse with all was perfectly honorable. A short time before his death he was sensible of his approaching dissolution, and left directions with regard to his family, etc.

In the afternoon at 4 o'clock Midshipman Mason was buried with the appropriate ceremonies due to an officer of his rank. The body was borne from the quarter deck to the gangway by four petty officers and two seamen who had tended him during his illness. His messmates followed the corpse, while the other officers stood uncovered as they passed. The band played a dead march, the colors were half-masted (as they had been during the day), and the occasion was indeed one of solemnity. The coat, sword and cap of the deceased were placed upon the body, the burial service was read and the body of our deceased friend was committed to the deep. The awful splash was heard, and the shock went to the heart of every one.

The guard then fired two volleys, and the crowd dispersed, to think over the affair, as I trust many did, with thoughts directed heavenward.

*January 7.*—This morning we went to Annalid, but did not anchor. Had no communication with the shore, as no American vessels were in port.

*January 8.*—We anchored in the port called Wylah, where we found an American ship, the Rome, Captain Brown of Salem, taking in a cargo of pepper. At this place we landed Po Adam, that he might inform the Rajahs of the places he passed through of the object of our visit. At night we weighed anchor and stood out to sea on our way to Singapore. As I shall have many better opportunities of observing the Malays, I shall not attempt to give a description of those we saw in Sumatra.

*January 27.*—Since leaving Sumatra, we have experienced head winds and currents, and were in the Bay of Bengal, within sight of

the Nicobar Islands, over two days. At last by beating we gained the Straits of Malacca, intending to stop at the Prince of Wales Island or, as called by the Malays, Pulo Penang. But in consequence of head winds and other causes we passed it on the 24th instant. During the last three or four days we have passed several vessels bound up and down the straits. One of them, a bark which hoisted English colors, we boarded, and found not a single white man on board. She was manned entirely by Malays, and was from Singapore, bound to Penang and Madras. At night we anchor, and remain so generally until morning, making but about twenty or thirty miles during the twenty-four hours. The weather has been very pleasant, and we are in hopes by February 1st to anchor in Singapore Roads. The coast of Malacca is visible this morning, and I had my first view of the mainland of Asia.

On the evening of the 28th of January we anchored off the town of Malacca, and the next morning sent a boat in to get fresh provisions, etc., for the sick. I called it a town, but it is one of the principal English cities of the East, having nearly 70,000 inhabitants. At nine we left for Singapore. On the evening of the 29th, Peter Wolfe, petty officer, died in the forward cabin of dysentery, after a long and painful illness of two months. On the morning of the 30th he was buried with the usual ceremonies.

#### SINGAPORE.

On the morning of Sunday, February 2, 1845, after a long and disagreeable passage through the Straits of Malacca, we anchored in the harbor of Singapore. Here we found H. B. M. ships Cambrian and Wolverine, besides two or three steamers and a variety of merchant vessels of every description, from the Malay proa to the company ships of 1,400 tons. The little bay presented a scene of activity which we have not witnessed since leaving Brazil. We were visited by our consul, Mr. Balestier, who kindly invited the captain to reside at his mansion during our stay. The next day Commodore Chads, the commander of her Majesty's naval forces at this place, came on board. He was first lieutenant of the Java when she was captured by this ship, and in consequence of the death of Captain Lambert was obliged to surrender her. (Thus have I seen the man, Adrian Peterson, who shot Captain L., and the person who surrendered the Java.) Singapore harbor is entirely surrounded by islands, and the scenery around it is very beautiful indeed.

On visiting the shore, I was very agreeably surprised to find it

a place of so much importance. The number of Chinese is computed at 60,000 exclusive of the floating population. There are but about 300 English, while the remainder of the inhabitants is composed of Malays and people from different parts of Asia. It is said that from eight to ten thousand people arrive in Singapore monthly, mostly Chinese. The streets in Singapore are arranged on the English plan, and are extremely neat. I mean those apart from the business portion of the city where the English reside. The bazars of the Chinese are kept clean and in good order, and the variety of fancy articles to be met with therein is astonishing. There are two hotels here, both of which appear to be excellent houses. Thus far I am well pleased with my view of Singapore.

*February 25.*—Having had an excellent opportunity of seeing Singapore and its vicinity, I shall give my ideas upon it without fear or trembling. A few days after our arrival the captain not having recovered from an attack of the gout, took up his residence on shore with the consul, whom we all found exceedingly courteous and hospitable. Mrs. Balestier we found to be a real Yankee woman, exceedingly glad to render us every kindness in her power. She is a daughter of the late Paul Revere, of Boston, whose memory is cherished by his countrymen. Mr. Balestier's mansion and plantation are about three miles from the business part of the city. To reach them we pass through excellent roads, beautifully laid out and ornamented by shrubbery of various kinds. Around his mansion the consul has planted a hedgerow of pineapples. This may seem strange, but it is nevertheless true. The most beautiful fruit of this description can be had for but one cent each.

Here, too, we obtained the delicious mangosteen so highly extolled by all East India travelers. This fruit is shaped like an orange and is about as large. The inside resembles a kind of jelly or grape and dissolves in the mouth. It seems that enough cannot be had.

I also had an opportunity of seeing a Malay juggler, who performed his feats very adroitly, one of the most astonishing of which was "swallowing a sword," which he did without any trouble. This feat, though very disgusting, was to me an interesting one. I had heard so much in praise of the Malay juggling that I could have witnessed anything in the shape of a trick. The other feats, such as hiding the balls, etc., etc., were performed upon the bare ground, and were more cleverly done than any I have witnessed. The performer begged for a shilling, which I gave him, and thought myself not over-generous.

Another treat to me was a visit to the opium shops. The time at which I went was not a favorable one, being in the afternoon, but I saw enough to give me a very good idea of an opium smoker. The interior of the shop was very plain. On a long counter lay several Chinese, with each a pipe and lamp, who, upon our entering, had hardly strength enough to raise their heads. It seemed as if the fumes of the drug were fast stupefying them,—all their thoughts appeared to be upon the pleasure they were deriving, and they would occasionally greet us with a smile, the most idiotic you can imagine. I left disgusted with my visit, though I certainly had obtained some information from it.

I had the pleasure of seeing an orang-outang at the London Hotel. It certainly had the appearance, in the face, of an extremely ugly person, but not in form. This specimen was from Borneo—was six months old and about three feet high. Its crying resembled a child's, though much louder and harsher. It was truly pitiable to hear its moans when a pineapple was taken from it. It rolled over and over, tore its hair, bit the chain, etc., etc., and anger was truly portrayed.

I never expect or wish to see an animal so near the human race in appearance again.

I could go on and relate a number of incidents in this way, but I think it is time and paper wasted.

While at anchor in Singapore harbor, we lost two men (Charles Springer and Stephen Hoyt) whom we buried on shore. The Episcopalian clergyman, Mr. White, preformed the burial service on both occasions in a most impressive manner. I was on shore the afternoon the first man was buried, and followed the body to the grave. The view from the graveyard is a beautiful one. The whole city is seen, stretching some miles away;—the peculiar houses of the English residents, and the Malay huts, with their nicely thatched roofs—together with the cocoanut trees, form a most beautiful picture, equal to anything I have yet noticed.

After leaving the graveyard, I stopped to gather a few nutmegs from the trees, so as to carry with me to America an evidence of my observation.

It is a strange circumstance that within two miles of Singapore is an island so sickly that it is with difficulty even Malays can be found to attend upon the signals. The marshes are said to produce sickness. Our naturalist, Dr. Reinhardt, visited it and examined carefully into the causes, of which the above is the principal one. Singapore is said to be "the healthy port" of India, and one reason of it is, that the lower classes bathe so frequently. On ascending the river,

plenty of men, women and children (who live in boats on each side) are seen performing their ablutions.

The 22d of February, being the anniversary of Washington's birthday, a salute was fired at meridian, and in the evening, as usual on such occasions, rockets were sent off, and blue lights burned. The old ship looked beautifully, and her appearance attracted a crowd of spectators on shore, drawn thither by the novelty of the scene.

On the 10th of March, our stores being all on board, in the afternoon, we weighed anchor and stood out to sea by the China passage.

*March 12.*—We are now fairly within the China Sea, on our way to Borneo.

*March 17.*—This morning the coast of Borneo is visible.

*March 18.*—In the afternoon we anchored off the mouth of the river Sambas, about four miles from shore. A China junk is at anchor in under the land, the only vessel besides ours within sight.

#### ISLAND OF BORNEO.

We were just a week from Singapore to the above island, and had to make the passage against a head wind. We passed within a few miles of the Tambelan group and saw St. Julian, Camel's Hump and Saddle Island. Our sick list is to-day reduced to twenty-seven persons, though it was thirty-six when we left Singapore. The only anxiety on my mind is that of the captain's sickness. Should his gout become worse, and he be taken away, I shall lose the best friend I have met with. God grant he may be restored to his family and friends, to look back upon his exertions in these seas as an evidence of the service rendered to his country.

On the 19th instant an expedition consisting of twenty-three men, three marines and seven officers in two boats set out under command of Lieutenant Chaplin, with written orders from Captain Percival to visit Sambas River and go as far up as the town of Sambas, which was supposed to be in possession of the Dutch, but whether belonging to the Government or a private company could not be ascertained. On the 21st, at sundown, the boats returned, having been absent over two days, and all well on board. They found the town of Sambas situated about forty miles up the river of the same name. It contains about 10,000 inhabitants, principally Malays and Chinese, who carry on an extensive trade in "gold dust," which they exchange for cloths, etc. The district, containing about 26,000 square miles, is under the government of Holland, and the principal business is carried on by Chinese, of whom there are 50,000. Since 1817 the Dutch have kept up an establishment here, as well as at Pontiana and other places

on the coast. They found very little trouble in subduing the Malays, but much more in getting the Chinese under their control. The latter class it is supposed have had possession of part of the island for seventy-five years. They are generally miners, and are very oppressive to those who work under them. The Diaks, a noble race, from all accounts, inhabit the interior of the whole island and are the tillers of the soil.

Mr. Baumgardt, the Governor of Sambas, received the expedition very kindly and gave every information in his power to the officer in command. He stated the country for miles around to be one great marsh, which at high tides is overflowed—that the Chinese are the traders of the place, and that all of our cotton fabrics, etc., come through them. That about 25,000 dollars worth of washed gold dust is annually taken from Sambas, and that a kind of wood called Izer is brought from the interior and taken to China and then made into fancy work, etc. This wood is extremely hard, and it is supposed will last one hundred years. The fort in the town is made of it, and has been standing for thirty years, and no rot has appeared. It is a singular fact that no white man has ever seen this kind of wood growing. It is brought by the Diaks to the Chinese, and by them sold to the traders. Nothing of the interior is known, no European having penetrated more than sixty or seventy miles from the coast.

Mr. Baumgardt supposes from the immense quantities of gold in possession of the natives, that it abounds in every part of the island in great abundance.

We have had a small trade with Sambas, but it is now ceased, being wholly in the hands of the Dutch. The governor appeared desirous of having it again revived, and said a demand would arise for our cottons. The only two articles excluded are salt and gunpowder, which are monopolized by the Government. The only tax is one rupee (about forty cents) per ton, on foreign vessels, and a half on Dutch vessels. No danger need be apprehended at Sambas from the natives, who are completely under the control of the Dutch, though at many places on the coast, particularly at Borneo proper, the Malays are extremely treacherous, and have massacred several parties of traders.

Much valuable information was obtained by Captain Percival, by which the Government will have knowledge hereafter of those regions, as the Constitution is believed to be the first American man-of-war that has ever visited Borneo.

I forgot to mention above that Dr. Reinhardt, our naturalist, who accompanied the expedition, penetrated into the woods and discov-

ered many flowers and plants, thus increasing his store of botanical knowledge.

While the expedition was away, the third cutter was sent on shore with a party of officers, who visited a Chinese town at the mouth of the river. It was similar to that part of Singapore occupied by the Chinese. They found our cottons there, and much preferred to the English. Gold dust is the only tender, and is said to be worth \$320 the pound. The officers returned much pleased with their visit.

On the morning of the 22d we got under way and stood to the northward. Sick list reduced to twenty-six persons.

*March 28.*—The weather continues pleasant. We have not done much during the last six days, however, being driven back by head winds and currents. Some days we do not make twenty miles. The sick list is reduced to eighteen persons, very encouraging.

*April 2.*—The weather continues pleasant. At night we generally anchor, to avoid any dangers that might present themselves. To-day while in a calm, I observed several sharks playing around the ship. One would not have found much mercy among them, if so unfortunate as to have fallen overboard. The sick list is to-day reduced to seventeen persons.

#### BORNEO CITY.

On the afternoon of April 6, we anchored off the mouth of Borneo River, after a passage of more than fifteen days from Sambas. At anchor we found the English brig Ariel, from Singapore, about to return to that port with a cargo. Our anchoring place was about half way between Pulo Labooan and Pulo Mooarro. The country around is much more fertile and cultivated than at Sambas. Every night we have had a heavy rain accompanied with the sharpest lightning I ever witnessed and distant thunder. The days are very pleasant, though excessively warm.

On the morning of April 8 an expedition set out from the ship under command of Lieutenant Chaplin. It ascended the River Borneo to the City of Borneo, where it arrived about meridian. It was unsuccessful and returned the next morning early. The chief object of the expedition was to ascertain about coal and if possible to make an arrangement with the Sultan for a purchase of a right to work it, etc.

On account of the short stay of Lieutenant Chaplin nothing of any importance was obtained either in the way of intelligence or food. He was kindly received, but the natives would not sell anything, and it was with difficulty they could buy a few chickens. Several cannon of brass or composition were lying in the grass, and one small one

of an octagonal shape attracted great attention. Half way between the town and anchoring place a fort is situated upon an island having several heavy pieces of ordnance. Had the Malays been in the least treacherous, they could have scattered our little band like chaff before the wind. These cannon are said to have been made in the island. The creeses of the Malays were very superb, but they asked a very high price for them, ten dollars.

On the morning of the 10th we got under way and stood to northward. At eight an expedition was sent to the island Laboan, with the naturalist, Dr. Reinhardt, to endeavor to ascertain as much as possible about the plants, etc., etc.

*April 28.*—While on our passage to Cochin China this evening the ship was struck by a very severe squall, which, fortunately, was of short duration. I awoke and found myself in the middle of my state-room, the ship being nearly on her beam ends. At half-past 11 P. M., while in the act of furling the fore topgallant sail, John Thompson, second (sea), fell from the yard and was drowned. A boat was lowered and the life buoy cut away, but his body could not be found. He was a good man and did his duty well. At twelve (midnight) the wind blowing exceedingly fresh, we filled away on our course.

*May 7.*—To-day we are in sight of Cape Touron (Cochin China), but as the wind is ahead we have but little hopes of anchoring in the bay.

*May 10.*—This afternoon we anchored in Touron Bay, having been four days within twenty miles of it. Just one month since we left Borneo.

#### COCHIN CHINA—TOURON BAY.

THIS beautiful harbor is almost entirely closed from the sea. The entrance is not seen in particular parts of it. The scenery around it is remarkably grand, and resembles that around Rio de Janeiro. The hills appear to have been thrown together without any regard to order. The town of Touron is situated on the river of the same name and on the left side of the bay. It is completely concealed from view while entering the harbor. Touron river divides the town into two parts, communication being cut off except by boats. The left division of the town contains one fort, as well as the right, and there are other fortifications on islands near the shore. The town is thickly settled as are also the numerous villages around it. One great source of employment to the people is fishing, and the many little boats gliding in and out the harbor seem to cast a cheerful shade over the scene. On the 11th an officer was sent to town to call upon the authorities

of the place stating our object in visiting the port, and the probable length of our stay. On reaching the shore he was received by a person apparently of some distinction. They passed through a file of soldiers to a large house or rather store fronting the water. Here the party were treated to tea, that being the common beverage of the Chinese. By means of a Chinaman proper (of whom we had five on board) communication was held in writing between the mandarins and our party. It would be well to remark that the Cochin Chinese use the same characters in writing as the Chinese proper, though one cannot understand the language of the other. To our inquiries for water, provisions, etc., the mandarins gave the most trivial replies, being evidently suspicious of us. They wished to know "Why we came?" "Why we did not go?" "How long we should stay at Macao?" and perhaps twenty other questions, one of which was "What we were going to do at Canton?" to which Lieutenant Chaplin very properly replied, "None of your business." This answer put an end to further inquiries and they said we could have chickens, fish, water, etc. After again drinking tea the party returned on board. The next day, having found an excellent stream of water near the outer fort, we commenced watering ship. No boats ventured to come alongside, and the whole conduct of these people, thus far, evinced a suspicious character, little comporting with what we had been led to expect. Boats were sent to the neighboring villages to procure refreshments, but were not allowed to land.

On the morning of the 13th I set out at sunrise for the town in the gig to procure live stock. The market was held directly upon the beach, and women appeared to be the sellers. Soldiers were stationed along the shore, with rattans to keep the crowd in order, occasionally giving some unlucky girl a few lashes, who had strayed out of the path. We found refreshments very reasonable, though the manner of selling did not suit very well. For every lot of things, whether potatoes, ducks, chickens, or pumpkins, they expected a dollar, and often would mix the lots together, so that to obtain three chickens, one would have to buy ten or fifteen pumpkins. Occasionally they would give for change a kind of zinc coin strung by the thousand upon sticks measuring them by the yard, though they would rarely receive them back, the "almighty dollar" being all they cared for. The women, many of them, were good looking, but of small stature. Their complexions are dark and but for the manner of wearing the hair would not, many of them, be distinguished from the men. The children most of them were entirely naked, and ran hither and thither

without any attempt being made by their parents to render their appearance a little more acceptable to our modest eyes.

On the morning of the 14th a boat was seen approaching the ship manned by twenty or thirty rowers, and containing several mandarins, with a body guard. They were received in the cabin and every attention was paid to them that was possible. They were accompanied by an interpreter, who had but little title to the distinction, as he could speak but a little broken Portuguese and Spanish. After an interview of about an hour, they were invited to examine the ship, which they did. Their inquiries seemed to be directed more especially towards our flag, having asked at least twenty times whether we were English or American, and the same suspicion was attached to their movements on board the ship that had characterized our first visit on shore.

Shortly before leaving the interpreter came back into the cabin and handed the captain an open letter, stating by signs and broken Portuguese, that if he were discovered by the mandarins he would have his head cut off. At 11.30 A. M. they had left the ship. The letter was translated by Dr. McLeod, and found to be from "Dominique Lefevre, Bishop of Isamapolis, and apostolic vicar of Western Cochinchina," stating that he was imprisoned and calling upon the French admiral (for whom we were taken) to make certain demands upon the king of Cochinchina, thereby procuring his release and peace and quiet for the French missionaries. Its date was the 10th of May, but did not state the place of his confinement. A postscript was attached dated 11th in these words: "I am condemned to death without delay; hasten or all is finished." Here was a predicament. A Frenchman was at the mercy of barbarians. He was a Christian and humanity called for our assistance. No French ships were in the harbor, and America and France were upon the most friendly terms. Before assistance could be obtained from Canton he would probably be executed, as the postscript to his letter implied. The instructions of our government to the captain ordered him to afford every aid in his power to citizens of other nations that he might meet during the cruise, and this *I think* was a case in point. Should we set aside the claims of humanity? These people respect no civilized powers, will make no treaties and are destitute of all faith in keeping even the slightest promises. Their conduct to us though not actually uncivil implied a direct and groundless suspicion of our character, though the authorities of Touron had been repeatedly assured that we were a national vessel, only requiring water and refreshments, and willing and ready to pay for what we received.

At 1 P. M. four boats were well manned and armed, and set out for Touron under command of the captain. Our force consisted of about eighty men, of which number thirty were marines. Upon landing at the town the officers followed by a guard of marines and soldiers proceeded to the house in which the former meeting was held. In case of danger, the men were posted from the house to the beach, that everything should terminate as safely as possible. Though we passed through at least three times the number of soldiers (armed with spears and muskets) as our force consisted of, and were within pistol shot of a fort, and within musket shot of another, all these preparations meet with no resistance. In a few minutes the same party appeared that had visited the ship in the morning and requested to know our business. The captain (by means of a Chinese scribe) demanded to see the governor of Touron, and was referred to one of the party present as being that personage. This was doubted and the same question asked and the same reply obtained. At last the person referred to said that we must first tell our business to him before we could see the governor. Captain Percival then told him that he had a letter for the French missionary confined at or near this place which he wished to be forwarded to him; that he would wait fifteen minutes for the governor to appear and if at the end of that period he did not come he should take the mandarins present on board of his ship as hostages for the safety of the bishop's life. The letter for the missionary was left and directed in French and Chinese. At the termination of the time allotted, no governor having appeared, the mandarins were marched to the beach and from thence taken to the ship. They expressed a willingness to go and no resistance was offered by any of the people. A letter to the king had been prepared and was left on shore with a promise from an officer that it should be immediately sent. For fear of any suspicion, the interpreter who had brought the letter was taken on board, and the three were ushered into the cabin, where they were made as comfortable as possible. The afternoon of the 15th a force was sent under command of Lieutenant Alden to bring alongside three junks (war) belonging to the king. This was also effected without resistance. At 5 P. M. our hostages wrote a letter to the king and dispatched it by an attendant who was to be back in two and one-half days. The next day a communication was received from some person on shore wishing three days to send to the king at Hué, a place forty-five miles in the country. This was acquiesced in, and our hostages wrote another letter to the king, as did the captain in French and Chinese, the purport of which was that in

four days we must see or hear from the Frenchman. The next day (17th) a large letter was received, but it amounted to nothing, only stating that soon the Frenchman should come. A considerable correspondence has already passed between the ship and shore, and the promises made by the mandarins do not appear to be fulfilled. On the 18th a letter was brought on board, directed as usual to the captain, stating that the king had sent a mandarin from Hué to arrange matters and requested him to come on shore the following day and bring the hostages. Accordingly on the 19th, accompanied by a strong force, the captain and hostages landed, but finding no mandarin or any sign of one being in the village the party returned on board.

On the evening of the 19th the hostages were permitted to return on shore, having promised to exert themselves for the release of the padre by going to Hué and stating the case to the king. The next day (20th) the three junks anchored near us got underway and stood for the river. Nine shot were fired over and around them. These they did not mind but kept on. A force was sent after them, and they were brought from under the guns of a fort mounting twenty-four pounders. No lives were lost in this transaction, though many of the Cochinese jumped overboard and swam ashore. In the afternoon the wind freshening, one of the junks drifted on shore, but after much trouble was got off. On the 21st three Cochin Chinese brigs of war were discovered anchored under the land on left of the entrance of the bay. The next day the captain with a small force went towards the brigs and endeavored to get on board but were repulsed. Upon showing the arms, however, we were allowed to come alongside and the captain went on board. Everything was in confusion and though each of the brigs must have had at least 100 men on board and ten guns, yet I am confident no resistance could have been made to a regularly drilled force of fifty men. From the 23d until the morning of the 27th we obtained no satisfactory intelligence about the padre. From the actions of the native officers on shore we were led to believe that none of our letters had been sent to the king, and we despaired of getting the bishop from them unless something unusual occurred.

On the morning of the 27th, therefore, we stood out to sea with the land breeze. The morning of the 30th we boarded an English ship from Singapore (May 15) for Hong Kong. On board of her was a French priest who informed us that the French squadron was at Singapore—that M. Lefevre's imprisonment was known, and that

the French admiral intended (after receiving orders from home) to proceed to Touron Bay to effect his liberation.

At noon of the 5th of June we put a letter bag on board the American ship Rainbow for New York, and in the afternoon anchored in the outer roads of Macao.

At the time that the Constitution was engaged in saving the life of the apostolic vicar of Cochin China, since taken possession of by France, Louis Philippe reigned over that nation with the title of king of the French, and he never thought that he should be driven from his government. But he was, escaping over the walls of the Tuileries gardens and under the name of Mr. Smith he landed safely in England, where he died. Previous to his escape from Europe he wrote or caused to be written through the French minister that the captain, officers and crew of the Constitution were to be rewarded by the government of France for saving the life of the Bishop Lefevre, but Louis Philippe took a hurried journey from his capital and no recognition of their services was ever received by the American tars.

Louis Philippe, king of the French, occupied the throne of France from 1830 to 1848. He died near London 1850. He was the son of Philippe Egalité, who was the Duke of Orleans. His godfather was Louis XVI., his godmother Marie Antoinette. He was, like his father, carried away by the enthusiasm of the Revolution of 1789, but his father was executed in 1793. During the Reign of Terror, Louis Philippe visited the United States of America. He saw Washington at Mount Vernon in 1797 and afterwards became a teacher of the French language in Boston. In 1809 he married Marie Amelie in Palermo, and on the fall of the emperor, the first Napoleon, he returned to France, after an exile of twenty-one years. He was elected king of the French in 1830 by 219 out of 252 votes of both Chambers. His reign was turbulent, one of its great events being the attempt of Fieschi upon the king's life. It was during this reign that the adventurer, Louis Napoleon, made his second attempt on the throne of France and was imprisoned in the fortress of Harn. Louis Philippe with great difficulty escaped across the Seine with his wife, arrived near London and remained there till his death in 1850.

#### CHINA.

At Macao we remained until the 18th inst. I visited the shore several times during our stay. I saw no difference between this place and other Portuguese cities we had visited. The inhabitants are mostly Chinese to whom the place belongs—Portugal paying a certain

sum annually for ground rent. Very little business is transacted here, owing to oppressive charges and port duties of the Portuguese. Most of the shop keepers are Chinese.

The city is built at the foot of a mountain and has an extremely pleasing appearance. The scenery around it is beautiful—hundreds of islands of all sizes add a pleasing variety to the view. On the morning of the 18th we weighed anchor and stood up the river for the anchorage at Whampoa. At midnight we passed the "Boca Tigris," and the moon being full had a fine view of the forts at the Bogue. These are of circular form and built upon the sides of the hills and would command the entire entrance to Canton River if other people than Chinese had possession. On the 19th we anchored off Whampoa or Blenheim beach about three miles below it. This island has no attraction for the stranger and is only worthy of notice as the place of anchorage of all ships trading with Canton. The scenery between the Bogue and Whampoa is really beautiful. The land is generally low near the banks of the river (which is about a mile in width) and in the rear lofty hills and mountains are seen. The banks of the river are lined with fruit trees, while farther back the rice or paddy fields, having the appearance of plains of grass, add a pleasing variety to the scene and give a stranger some idea of the extent to which the cultivation of this useful article is carried among the "celestials."

On the 27th the American steamer Midas visited us and brought a party from Canton consisting of American and Chinese merchants. In the evening I took passage in her for Canton, and arrived at that city about 7 P. M., having accepted the invitation of P. S. Forbes, Esq., our consul (and of the house of Russell & Co.), to stay with him. Upon nearing the city, I was struck with surprise at the sight of the immense quantity of boats of all descriptions. The number is computed to be 84,000 and there may be said to be 400,000 people that rarely visit the land. The four principal kinds of boats that attracted attention were the junks, pleasure boats (flower), tankah boats (passenger) and the canoe holding but one person. Many of the second class far exceed anything of the kind I have seen, being fitted out with chandeliers, couches, ec., and are the resort of the rich who seek recreation and pleasure far from the crowd. Such a busy scene as is exhibited upon Canton river cannot but afford pleasure to any one not used to such. Boats are continually crossing for several miles, and swarming with human beings; so great is the quantity that one almost despairs of reaching "terra firma." Thousands of voices are mingled together, which gives one a good idea of "pandemonium."

The streets of Canton are extremely narrow, generally paved with flags or blocks of granite and sheltered from the sun and rain by mats extended from the roofs of the houses. The two most deserving of notice are old and new China Street, where the many curious and fancy articles are for sale, so much prized by foreigners. There are other streets wider and handsomer, fancifully adorned with signs and which take their names from the peculiar trades or professions carried on. To stand at one end of these streets, and look down as far as possible is really a beautiful sight. The city is supposed to contain between two and three millions of people, and at all hours in the day and night there appears one great moving mass of beings.

The houses of the foreign merchants are situated on the right bank of the river, and do not differ materially from houses in our own country. With the exception of the "pagodas" there are no buildings in or about Canton that can be considered worthy of particular notice. The houses and stores are mostly low, built of brick and covered with tiles. A slight description of the people may not be uninteresting. They are rarely over five feet six inches or seven inches in height. Have long, black hair, which they wear down their backs braided into a tail. This is a necessary appendage to a Chinaman, as much so as any articles of dress to a European. Were he to lose it he would be obliged to get a false one. The coolies or laboring men wind theirs around the tops of their heads during working hours. I did not see one person with light hair, in fact, they boast of this and call themselves the "black haired race." The Chinaman is very fond of theatricals. This amusement, together with a kind of lottery, forms the only visible pastimes of the people. I visited one of their theatres in company with a friendly Chinese. The stage was erected in the open air at the junction of four streets and I should suppose the audience consisted of at least 1,000 persons. A smart shower of rain sprang up during the performance, but was not heeded. The better class, upon payment of a few mace, are allowed to sit in the upper stories of the surrounding stores, where they are protected from the sun and rain. The performers were all men, no women being allowed in China to go upon the stage. The chief aim appeared to be to make a loud noise, and truly they succeeded. The deception in regard to the dresses and characters of women was very good, and for some time I really thought they were bona fide females. Some of the acting was the most extravagant I ever saw, beating "Bombastes Furioso" all to pieces. All the actors came in and went out by the same door, so it can be imagined what an affair it was.

After passing several months in Canton, during which I visited the ivory factories, the silk and crape works, etc., we left August 27 for Macao. At that port we stayed until September 1st, taking in provisions, etc. On the 1st we left with a fair breeze for Manila, and arrived at that port on the 13th. Our passage to the coast of Lucania was very short and we were detained several days there by head winds.

As the Constitution was slowly drifting along towards the port of Manila somewhat before daylight, or rather as the light began to appear, we found ourselves nearly surrounded by a squadron of European men-of-war, say twelve or fifteen, but whether British, French, Spanish or otherwise, could not be ascertained. As we had been a number of months without hearing from home, any guess as to our surroundings was as good as another, but the look about them was in the eyes of some of the old salts on board unmistakably English. One of the floating vessels bore an Admiral's pennant, afterwards ascertained to be the flag of Sir Thomas Cochrane, in command of the China Squadron. The others were frigates, sloops and brigs. They had evidently paid a visit to Manila and were making their way to some port in the Pacific. As a matter of precaution the Constitution—the favorite ship of our Navy—was got ready for action, or rather put in a state of defense; it would never have done in any event to give up "Old Ironsides" to any other nation than the one which built her and had fought her.

The officers and crew were at their stations, the wind was a dead calm, watch fires were lighted, the magazines opened and every preparation was made to show that we did not mean to give up the ship without a struggle or show of defense. And thus things went on from the discovery of the drifting fleet until the time came round to make ourselves known, when the Star Spangled Banner was hove to the breeze, or what little of it there was, and the flag of Old England became unfurled at the masts of our neighbors.

After a short delay a boat put off from the Admiral's ship and approached the Constitution, and a young officer climbed the side of our ship and stepped on to the frigate's deck. Captain Percival, who was waiting with the first lieutenant, Amasa Paine, of Providence, R. I., to receive him, said, "Is it peace or war?" "Why, peace to be sure." Then the captain of the Yankee ship and the lieutenant of the English steamer shook hands and left for the cabin, where, I think—in fact I know—that they hobnobbed a bit before getting to business. "Captain," said the English lieutenant, "ever since we left Manila ten days ago we have been drifting our

lives away. Admiral Sir Thomas Cochrane has an idea that you are loaded with provisions. Will you help us to a part, to be repaid to you at Honolulu, as, if we are pressed, we have not enough provisions to last ten days longer, while if you can help us we will shower down blessings on your head?"

Instead of a fight there was a merrymaking; all hands turned to and helped stow away the provisions from the American frigate to the English ships, at the close of which the English ships saluted us, and we separated, mutually pleased with each other.

Among the many acquaintances we made that day was the owner of a distinguished name, that of the son of the famous novelist, Captain Maryatt, afterwards lost in the Mediterranean.

#### MANILA.

This city is the capital of the Spanish possessions in the East. It is beautifully situated at the foot of a beautiful bay into which a river empties and on which the city is founded. Manila proper is a walled city, having its portcullises and drawbridges at every entrance, though generally speaking the country round for a few miles is called by that name. There are but few handsome buildings here, with the exception of the cathedrals and governor's house. Most of the convents are overgrown with moss and have quite an antiquated appearance, and may be considered relics of a former century. Without the walls there is a large cigar factory belonging to the Spanish government, where all the Manila cigars are made. I visited this and saw 9,000 girls of all ages at work upon tobacco. Some were very pretty, but they kept up such a confounded chatter and din that I was very glad to get into the open air again.

The amusements of the Spanish residents are riding, theatricals and music. At vespers every evening may be seen hundreds of "calisas" through and around the city, filled with fair occupants, and until a late hour in the evening this scene remains a gay one. It is in fact the only time the Spanish ladies are out. Every Thursday and Saturday evenings the bands perform in front of the palace, and I must confess that I have never heard better music in my life.

Most of the shopkeepers in Manila are Chinese, though their stores and articles are arranged upon the European plans. This class of people form quite a body and are numbered at several thousands. About 7,000 soldiers are retained here. They are mostly natives and Malays, and are fine-looking men. After enjoying a visit of several days we left on the 20th for the Sandwich Islands.

On the 25th we came in sight of the Bashu group and were surprised to find traces of European customs there. We stood off and on for several days, filled up our water and purchased live stock, etc., of some Spaniards who had formed a colony there dependent upon Manila. Upon the 27th we bent our course for the Pacific, and then began our weary journey of 5,000 miles. To this date (November 12th) we have had a quick passage, though in some respects a disagreeable one.

On the 19th of October and 2nd of November we were in the midst of severe gales of wind. On the 2nd also we crossed the 180th degree of longitude, consequently had two Sundays come together.

On the 16th of November we anchored in the harbor of Honolulu, Island of Oahu.

#### HONOLULU.

It being Sunday when we arrived, we found everything as still and quiet as could be—not a boat was seen in the harbor and the very whaleships appeared possessed with the spirit of quietness. During our stay I had many opportunities of visiting the town, though I cannot say that I was much pleased with its appearance. It is about the size of South Boston—does not contain any beautiful buildings, though the scenery around it is exceedingly grand. Were it not for this latter the place would be unworthy of note. It is the great depot of the Pacific for whalers to refresh and repair in—in fact, were it not for this portion of the commerce of the world, but little good would result to Oahu and the other islands of the group. There are about twenty-three American families residing here, besides a few English and French, and the business is entirely in the hands of the foreign residents; in fact, the councillors and advisers of the King are selected from this class of the people, many of whom have taken the oath of allegiance to the Hawaiian Government. There are six of these islands altogether under one government, two of which, besides Oahu, viz., Owyhu and Mowee, are becoming of importance for the advantages they offer to those engaged in the whale fishery. Besides this they are the stopping place of many vessels crossing the Pacific to the East Indies, though the present policy of the merchants with regard to prices is calculated to render them gradually of less importance. The most common article of American manufacture cannot be purchased here unless at an advance of from 1 to 200 per cent. on the cost, while the duty upon all articles is but 5 or 10 per cent. Most people traveling and who are desirous of purchasing

clothing cheap look to the Sandwich Islands, where our own countrymen reside, to enable them to lay out their money to the best advantage. Many of us did so, but alas! in buying only necessary articles we were satisfied of the great imposition practiced. With regard to the people, in consequence of the severe laws enacted through the instrumentality of foreign missionaries and those who have lately become subjects of His Majesty, they are gradually decreasing in number and will in a few short years be entirely swept away. From what I have observed and learned from others, I should judge their condition to be far worse now than it was thirty years since, when Christians had not secured a foothold among them. They appear mild and well disposed, though I am informed they are extremely indolent; perhaps much of this latter is caused by the circumstance that much of their labor would be devoted, under the present system, to the King and chiefs. Again, they see foreigners purchasing lands around them and inch by inch taking from them the soil upon which God in His mercy placed them. So far has this latter been carried that many natives have petitioned the King not to permit foreigners to buy any land, and have even asked that he will put away his foreign advisers. Between the foreign residents generally and the missionaries, who are backed by the council of the King, a hostility exists as regards the policy pursued by the latter in Christianizing and civilizing these poor natives. Of late years the conduct of the missionaries regarding their treatment of the Catholics has met with much animadversion, and I should judge that it was well deserved. Sending fanatics to a far country in the midst of a native race like this is not the way to make Christians of them. Had they introduced industry, energy and enterprise among the natives, these islands would have become ere this a perfect paradise, but instead they went with the Bible in one hand and a rod in the other.

At Honolulu we received orders to repair with the least possible delay to the Mexican coast in anticipation of a war with that power. Accordingly, on the 2nd of December, after having taken on board six months' provisions, we left and steered our course for Monterey.

Not finding the American squadron at Monterey, California, as we had hoped, we sailed southerly, and reached Mazatlan, in Mexico, where we found a fleet of thirteen men-of-war of different classes, headed by the frigate Savannah of fifty-two guns, commanded by Commodore John D. Sloat, under orders to act in concert with General Zachary Taylor, who was in command of the land forces. Here the Constitution remained until the early part of May, 1846, as a permanent attachment to the squadron of Commodore Sloat, until orders

were given us to sail for home by way of Valparaiso, Chili, and Cape Horn. The day we left Mexico for home General Taylor I think fought the battle of El Molino del Rey, or King's Mills. You may be sure that there was no looking back as we wended our way out of the harbor of Mazatlan, where we had left our brother tars to remain, no one knew how long, before orders would come to them to start for home; but when we did give a glance backward we were too far away to be discerned with the most powerful of glasses. Our main deck was a scene of jollity till late that night, for there was a brilliant moon the night of the battle of El Molino del Rey, although we knew not that it had been fought till afterwards.

And our crew, who had been from home since November, 1843, made the welkin ring that first night of their homeward trip, and the old, old toast of "Sweethearts and Wives" echoed from the lips of as stalwart a crew as ever trod the deck of an American man-of-war on their return to their native land and the home of their adoption.

And there were many good voices, too, in that hardy crew which tolled out the old and new sea songs of every sort and fashion, particularly that beautiful ditty, "As we sailed along the lowlands, lowlands, low, as we sailed along the lowlands, low." And so we wended our course southerly towards the famous old Spanish city, Valparaiso, the great commercial port of Chili.

This harbor is known as the scene of the battle between the U. S. frigate Essex and two British ships of superior force in our war with Great Britain in 1812-14, when the Essex was captured by the two British vessels in violation of the neutrality of the port. David Porter, the commander of the ill-fated Essex, was born in Boston February 1, 1780, and died in Pera, Turkey, March 28, 1843, to which country he had been sent as U. S. Minister. He was one of the bravest naval officers in the War of 1812-14, and he became so noted for his destruction of British commerce in the Pacific ocean that Great Britain did not hesitate to adopt any means in its power to capture him; hence the violation of a neutral port. Captain Porter and the remains of his crew were promised safe convoy from Valparaiso round the Horn to New York by the senior officer of the Pacific Station, but whose word was broken, in consequence of which when off Long Island Porter escaped to the shore and landed in the town of Babylon. His career was a most honorable one and full of incident. In 1803 he was captured in the frigate Philadelphia, and remained a long time prisoner in Tripoli. His son, David D. Porter, became an Admiral of the Navy and succeeded Admiral Farragut.

Another American, William Wheelright, born in Newburyport, Mass., in 1798, died in London in September, 1873. Early in his manhood he commanded a trading vessel on the west coast of America, and in 1829 he established a line of passenger vessels between Valparaiso and other ports. In 1835 he planned a line of steamers which resulted in 1838 in the Pacific Steam Navigation Company, still in successful trade. In 1842 he suggested and built a railway from Santiago to Valparaiso, and for many years later did more to develop Chili than any other man. His statue was erected in the Balsa (Merchants' Exchange) in Valparaiso, where it now remains as one of the most honored testimonials which could be given to a beloved citizen of the United States.

The Chilians are a race of people nearer in character to our own hardy sons of the soil than those of some other South American republics; hence the friendliness of the two nations is noticeable.

We left Valparaiso in the midst of a salvo of artillery from the fort, which was returned by "Old Ironsides" as she slowly moved out of the beautiful harbor accompanied by the music of our full band. In open sea we pointed for Cape Horn, having good weather until we rounded it on July 4, 1846, in a driving snowstorm. We passed into the South Atlantic Ocean and made for Rio de Janeiro, which we had left more than two years before for Madagascar in company with the French man-of-war sloop Berceau, which was fated to be wrecked on the wild coast of that island, after "Old Ironsides" had reached her home in safety. Not one soul was saved from the Berceau, while but twenty-seven of our entire crew passed over the borderland. Strange is the lot of those "who go down to the sea in ships." We can at least spare a tear to the memory of those with whom we sailed in company across an ocean of thousands of miles, whom we met again at Zanzibar and Madagascar, but now whose bones are whitening at the bottom of the ocean, while we had sailed in security and returned home in joy to our dear ones.

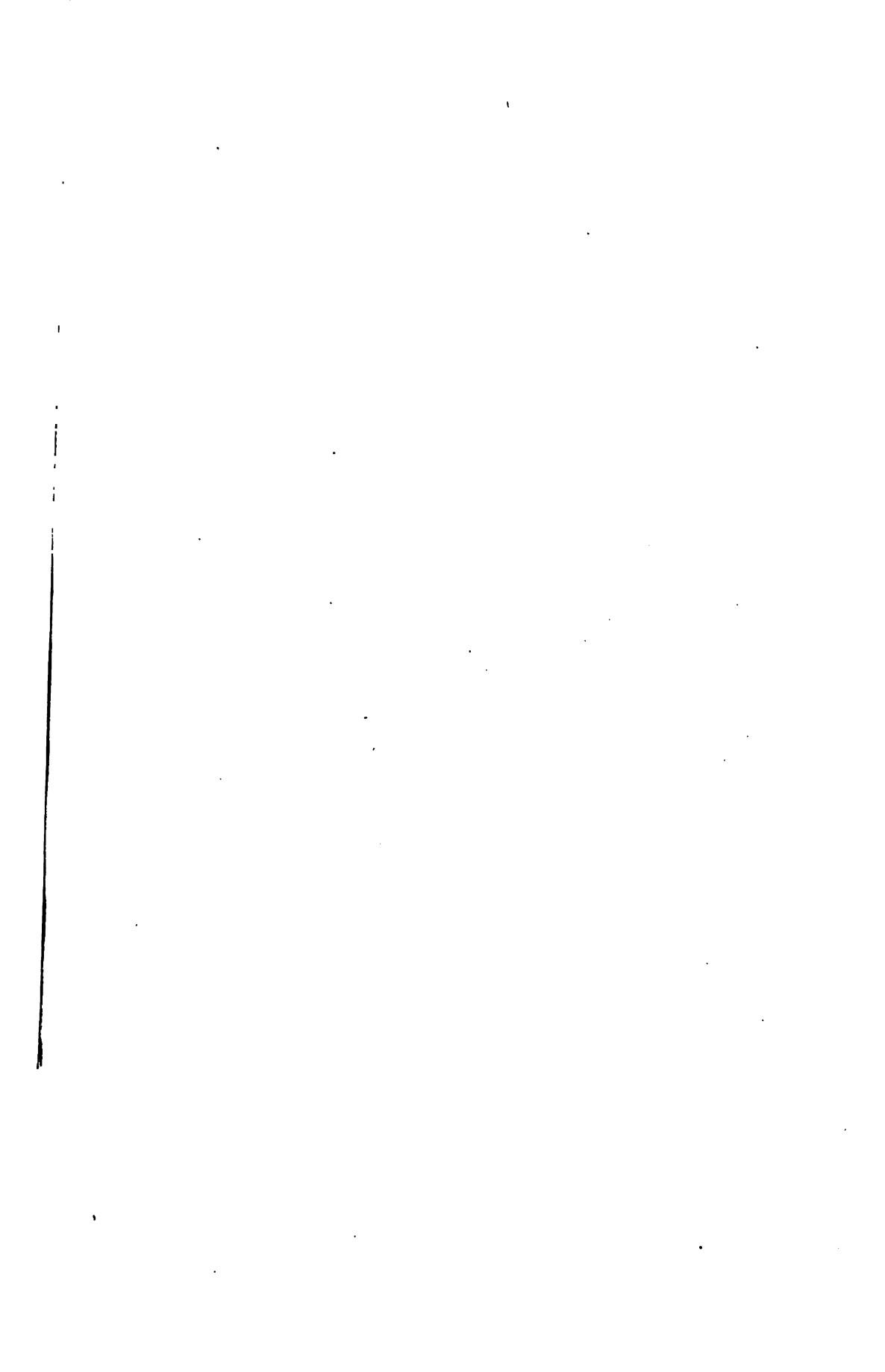
Our second, or return visit to the beautiful city of Rio, was an exceedingly pleasing one, for Mr. Henry A. Wise was still our Minister to Brazil, and with his family living only a short distance from the busy haunts of the city, received and entertained us right royally. But war with Mexico had been declared and several battles on her soil had been fought, and the coffee vessels, to the number of sixteen, were detained in Rio awaiting naval protection from the United States when the Constitution hove in sight to be their convoy home. So we took in provisions and water for a sixty days' trip, and in a few days, bidding our friends farewell, we started for Boston, the home

of "Old Ironsides." The passage was a very excellent one; we sailed day and night surrounded by these sixteen coffee vessels under a code of signals until we reached the Delaware breakwater, when the captain gave the signal to separate, and such a scattering we never saw before. The convoy arrived safely at their different destinations, and the Constitution turned her face toward Boston, before reaching which we picked up, dismasted, with the loss of her captain and nineteen men in a severe gale which threw her on her beam ends, the U. S. brig Washington, of the survey service. Captain Bache, in command of this unfortunate brig, who was drowned September 8, 1846, was a descendant of Benjamin Franklin, our great philosopher and statesman.

On Sunday, September 27, 1846, "Old Ironsides" arrived in Boston Harbor, having sailed 55,000 miles and visited more than twenty-five foreign ports and places, mostly in the tropics, with many of which we established commercial relations and terms of amity. Another important matter was ascertained and carried into effect by Captain Percival, viz., that the ration of food allowed for the crew was at the time "Old Ironsides" made this trip around the world (from 1844 to 1846) probably the most liberal of any nation, for soon after we sailed from home the question was put to the crew if they would consent to subsist each mess of twelve persons upon nine men's rations, which was unanimously accepted, the difference to be paid to each mess. Accordingly Captain Percival suggested that the writer should keep account of this fund and any other money which might be added during the cruise, and paid over to the sailors as they desired. And during the entire cruise of the Constitution the account was faithfully kept. This course served to keep the crew in funds from the beginning to the end of their terms of service, besides establishing the important fact of the extreme liberality of the ration allowed by the government.

On Monday, September 28, 1846, we were towed to the Charlestown Navy Yard and surrendered into the hands of the government, and here ends the "Cruise of 'Old Ironsides' Around the World."







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